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# DRINKING & DRIVING IN ONTARIO

## Statistical Yearbook

### 1992



Ontario

Drinking/Driving Countermeasures Office  
Ministry of the Attorney General

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# **DRINKING & DRIVING IN ONTARIO**

## **Statistical Yearbook 1992**

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## 1992 HIGHLIGHTS

### Fatalities

- \*\*\* Alcohol was involved in 44% of motor vehicle fatalities -- 568 persons died in alcohol-related crashes.
- \*\*\* Among persons killed in alcohol-related crashes, 74% had been drinking.
- \*\*\* Among fatally injured drivers of highway vehicles who were tested for alcohol, 46% had been drinking; 37% were legally impaired (i.e., had a blood alcohol concentration [BAC] over 80 mg%).
- \*\*\* The number of fatally injured drivers who had been drinking increased by 3.8%, from 207 in 1991 to 215 in 1992.
- \*\*\* Among fatally injured drivers who were drinking, 84% were legally impaired; 65% had a very high BACs -- i.e., over 150 mg%.
- \*\*\* Of the 187 pedestrians killed in 1992, 41% involved the use of alcohol by either the victim or the driver of the vehicle that struck them.
- \*\*\* Passengers accounted for 26% of all motor vehicle fatalities: 37% involved a drinking driver. Among fatally injured passengers who had been drinking, 84% were in a vehicle operated by a driver who had also been drinking.
- \*\*\* 46 persons died in snowmobile and all terrain vehicle (ATV) crashes; 74% of these fatalities involved alcohol.

### Drinking Drivers Involved in Crashes

- \*\*\* 4.3% of the drivers involved in all types of crashes were reported by the police to have been drinking.
- \*\*\* The number of drivers involved in collisions who had been drinking increased by 3.7%, from 14,012 in 1991 to 14,536 in 1992.
- \*\*\* Among drivers involved in *property damage* crashes, 3.4% had been drinking. Among drivers involved in *personal injury* crashes, 6.6% had been drinking alcohol. Among drivers involved in *fatal* crashes, 24.2% had been drinking.

## Charges for Impaired Driving

- \*\*\* 31,292 drivers in Ontario were charged with an impaired driving offence. This represents a decrease of 1.2% from 1991.
- \*\*\* Of all suspensions issued for impaired driving, 59% were issued for a second or subsequent offence.

## Long-Term Trends in Drinking and Driving

- \*\*\* Although there was a small increase in the number of crash-involved drinking drivers in 1992, over the past decade the number of drivers involved in crashes who had been drinking decreased by 40% -- from 24,103 in 1983 to 14,536 in 1992.
- \*\*\* From 1983 to 1992, the number of licensed drivers in Ontario increased by 24%, from 5.4 million to 6.7 million. The number of drinking drivers involved in crashes per 1,000 licensed drivers declined by 52%, from a rate of 4.5 in 1983 to 2.2 in 1992.
- \*\*\* The ratio of drinking to nondrinking drivers involved in crashes -- i.e., the Problem Index -- fell dramatically from 1983 through 1989. Since then, the Problem Index has remained relatively stable.
- \*\*\* The number of driver fatalities with BACs in excess of 80 mg% decreased by 34%, from 244 in 1983 to 161 in 1990. This number increased in 1991 to 170, and increased again in 1992 to 179.
- \*\*\* In general, the long-term trends indicate that there have been significant reductions in the magnitude of the drinking driving problem. In recent years, however, the rate of improvement in many indicators of the drinking-driving problem has slowed. In fact, in 1992 there were small increases in several indicators. To determine whether these increases represent a reversal of the long-term downward trend or simply the result of random variation in the data will require careful monitoring of the problem over subsequent years.

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# 1.0 INTRODUCTION

## 1.1 Background

In 1987, the Drinking/Driving Countermeasures Office of the Ontario Ministry of the Attorney General commissioned the Traffic Injury Research Foundation (TIRF) to produce the first Statistical Yearbook on Drinking and Driving in Ontario. The present report represents the sixth consecutive year for which statistics on drinking and driving have been compiled by TIRF for the province of Ontario.

The purpose of these Statistical Yearbooks is to provide ready and easy access to data on drinking-driving in Ontario to community groups and individuals concerned about the problem. These statistics on drinking and driving serve several functions. They provide an aggregate measure of the magnitude of the problem and, to some extent, its characteristics. Statistics also provide valuable information necessary to monitor progress, to reassess strategies and tactics, and to direct efforts more efficiently. In addition, the quality and consistency of the data allow for an examination of trends in the problem over time. However cold-hearted they seem, statistics on drinking and driving serve many worthwhile functions.

Despite the wealth of information contained in each of the annual Statistical Yearbooks, many people have requested even more data on drinking and driving that would help in understanding the magnitude and characteristics of the problem. Foremost among these requests was a reliable estimate of the number of people killed in alcohol-related crashes in Ontario. As those familiar with the field know, while solid data are available on the presence of alcohol among drivers killed in road crashes, little information has been available about the role of alcohol in crashes where people are killed but the driver(s) survive.

To redress this shortcoming, this edition of the Statistical Yearbook presents the results of a special study to determine the number of persons killed in alcohol-



related crashes in Ontario. This study examined alcohol involvement in *all* fatalities, including passengers and pedestrians, not just drivers.

Another added feature of this edition is the inclusion of information on alcohol in fatal crashes involving snowmobiles and all-terrain vehicles (ATVs). These enhancements to the Statistical Yearbook provide valuable information that help capture the full extent of the alcohol-crash problem in Ontario.

## 1.2 Scope of This Report

As in previous editions of the Statistical Yearbook, **Section 2.0** provides an overview of the sources of data used in this report as well as their limitations and definitions of the terms used. The purpose of this section is to assist in the understanding and interpretation of the data contained in the sections that follow.

Subsequent sections provide detailed descriptions of the data. To a large extent, the findings in each of these sections are provided in charts that convey the key information succinctly. The text that accompanies the charts is provided to help guide readers through the seemingly endless array of numbers. As well, prominent findings and changes from previous years are highlighted. For those who wish more detailed information, the data used to construct the charts are contained in a series of tables in Appendix A.

**Section 3.0** presents information on alcohol-related motor vehicle fatalities. As in previous years, data on the use of alcohol by fatally injured drivers are provided. This edition of the Statistical Yearbook, however, expands upon the information contained in previous editions by including information on alcohol involvement in all fatalities, including passengers and pedestrians, not just drivers. In addition, information on alcohol in fatal crashes involving snowmobiles and ATVs is provided.

**Section 4.0** presents police-reported information on alcohol use by drivers involved in all types of traffic crashes -- property damage, personal injury, and fatal. This section also describes the characteristics of crash-involved drinking drivers and the crashes in which they are involved.

**Section 5.0** provides information on persons charged with impaired driving offences.

**Section 6.0** presents detailed descriptions of trends in various indicators of the drinking-driving problem over the past 10 years in Ontario.

**Section 7.0** provides a summary and suggestions for future countermeasure initiatives.

**Appendix A** contains tables of the data used in this report.

**Appendix B** contains detailed data about crash-involved drinking drivers in each county and regional municipality in Ontario from 1983 through 1992.





## 2.0 AN OVERVIEW OF DRINKING AND DRIVING STATISTICS

### 2.1 Understanding Traffic Crash Statistics

Generally speaking, statistics can be confusing; statistics on traffic crashes can be bewildering. To some extent, at the root of the confusion is the similarity and apparent overlap of terms and definitions used to represent various aspects of the data. For example, the terms "fatal crashes", "drivers involved in fatal crashes", "fatally injured drivers", and "traffic fatalities" are only some of the terms used in this report to describe fatal traffic crashes in Ontario. Despite the similarity of the terms, each represents a slightly different aspect of the problem. It is, however, important to understand that **the terms are not synonymous and cannot be used interchangeably.**

The term "*fatal crash*" refers to a traffic collision in which one or more persons die. In every fatal motor vehicle crash, there are one *or more* "drivers involved". If an involved driver is killed, he or she is a "*fatally injured driver*". All persons killed, whether they are drivers, passengers, pedestrians, or bicyclists, comprise "*traffic fatalities*". To assist in understanding these and the implications of each, consider the following cases:

- ♦ A car with a single occupant (driver) strikes and kills a pedestrian. This was a **fatal crash**; there was one **traffic fatality** (victim -- the pedestrian); there was one **driver involved** in this fatal crash but no **fatally injured driver**.
- ♦ A car with a single occupant (driver) collides with another vehicle containing a driver and a passenger. Only the passenger dies. Again, this was a **fatal crash**; two **drivers were involved** in the fatal crash but they both survived; there was one **traffic fatality**.
- ♦ A car with a driver and passenger collides with a van, occupied by the driver and three passengers. The driver and two of the passengers in the van are killed. Again, there was one **fatal crash**. Two **drivers were involved** in this fatal crash and one was fatally injured. There were three **traffic fatalities**. To summarize, this latter example contains:

- one fatal crash;
- two drivers involved in a fatal crash;
- one fatally injured driver; and,
- a total of three traffic fatalities.

To pursue this illustration further, if a countermeasure were introduced that could have prevented this latter collision, it would have:

- eliminated a single "fatal crash";
- reduced the "number of drivers involved in fatal crashes" by two;
- reduced the number of "fatally injured drivers" by one; and,
- reduced the total number of "traffic fatalities" by three.

Again, the terms described above are decidedly not the same. Unfortunately, persons unfamiliar with the definitions often *take results based on one indicator and inappropriately apply them to another*. Readers are urged to become familiar with the definitions of terms used in this report. They are presented in the following section.

## 2.2 Drinking/Driving Statistics: Definitions

To aid in the understanding and interpretation of the numbers contained in this report, the following definitions and descriptive comments are provided.

**2.2.1 Drivers involved in traffic crashes.** Any traffic crash occurring on a public roadway that results in death, personal injury, and/or property damage (when the costs exceed \$700) is reported to the police who complete a provincial motor vehicle accident report. Generally speaking, as the severity of the collision increases, so do the number of supplementary reports. In the case of a fatality, there will be reports from such sources as the coroner and/or pathologists, and the testing laboratory. The common thread of information across collisions, regardless of severity, is the motor vehicle accident report completed by the attending police officer.

Data on drivers involved in crashes in Ontario are obtained from these police reports. Information on alcohol use by these drivers is also obtained from these reports because the investigating police officer must indicate the condition of

each of the drivers involved in the crash (e.g., whether or not they had been drinking). Unfortunately, a judgment by police about the drivers' use of alcohol is not always made. In addition, the investigating police officer may determine that some other factor -- e.g., driver fatigue, medical or physical defect -- would more accurately describe the condition of the driver. *These latter cases are not included in the statistics reported in this volume.* The Statistical Yearbook includes only those cases in which the investigating officer reported whether or not the drivers had been drinking. The officer would report one of the following:

- ◆ **Normal (NOR):** Driver's condition was apparently normal; i.e., in the opinion of the investigating officer, the driver had *not* been drinking. In the Statistical Yearbook these drivers are also referred to as *nondrinking* drivers.

- ◆ **Had Been Drinking (HBD):** Driver had consumed alcohol but, in the opinion of the investigating officer, did not have a blood alcohol concentration (BAC) over the legal limit (80 mg%), nor was the driver otherwise impaired by alcohol.

- ◆ **Ability to Drive Impaired by Alcohol (IMP):** Driver had a BAC over the legal limit or was, in the opinion of the investigating officer, impaired by alcohol.

The term **drinking drivers** refers to all crash-involved drivers reported to have consumed alcohol, that is, the sum of categories HBD and IMP.

**2.2.2 Crash severity.** Information about the severity of crashes in which drivers were involved corresponds to definitions used by the police and the Ministry of Transportation. They are as follows:

- ◆ **Property Damage:** These are crashes that result in damage to property but no reported injury to persons involved. Crashes causing \$700 or more damage are by law "reportable" by police.

- ◆ **Personal Injury:** Crashes that result in injury to one or more persons involved, but no person *died* within thirty days of injuries sustained in



the crash. Of course, personal injury crashes usually cause damage to property, too.

♦ **Fatal:** One or more persons involved in a crash die of the injuries sustained, within thirty days. Nonfatal injury to others as well as property damage may also occur in such crashes.

**2.2.3 Drivers fatally injured in traffic crashes.** In Ontario, as in most jurisdictions, persons involved in traffic collisions are not routinely tested for the presence of alcohol. Indeed, it is for this reason that the judgments of the investigating police officer contained on the police accident report form about the presence of alcohol are so important.

There is, however, one exception. Almost all drivers who are killed in traffic crashes are tested for the presence and amount of alcohol. Especially for drivers dying within a few hours of crash involvement, tests for alcohol are routine. These tests form an objective cornerstone for understanding the magnitude of the problem of alcohol in fatal crashes. In this report, data on alcohol use among drivers of *highway vehicles* (operators of farm tractors, snowmobiles, ATVs, and bicycles are excluded), who were *16 years of age or older*, and who died within *six hours* of crash involvement are included. (Drivers of snowmobiles and all terrain vehicles (ATVs) are examined in a separate section of the report.) Data on alcohol use by fatally injured drivers (including preliminary figures for 1992) come from the Fatality Database maintained by the Traffic Injury Research Foundation with the financial support of the provinces and territories through the Canadian Council of Motor Transport Administrators and Transport Canada. The Office of Chief Coroner for the Province of Ontario provides access to the toxological reports containing the results of tests for the presence of alcohol.

**2.2.4 Alcohol-related fatalities.** In previous editions of the Statistical Yearbook, alcohol use has only been reported for fatally injured drivers, for the reasons described above. This year, a special study was undertaken to determine the number of all persons -- drivers, passengers, pedestrians -- who died in motor vehicle crashes in which at least one of the drivers had been drinking. For this study, a fatality was defined as any person who died within

one year as the result of injuries sustained in a crash involving any type of motor vehicle, regardless of whether the crash occurred on a public roadway or on private property.

This definition of a fatality differs somewhat from that used by the Ministry of Transportation. First, the one-year criterion to define a fatality is more inclusive than the 30-day limit used by the Ministry of Transportation. It should be noted, however, that 99% of fatally-injured crash victims die within 30 days. Second, impaired driving is not necessarily restricted to the roadway. By including fatalities that do not occur on a public roadway, these data provide a better estimate of the number of persons who died in alcohol-related motor vehicle crashes in Ontario in 1992.

**2.2.5 Persons charged with impaired-driving offences.** Until December, 1985 "impaired-driving offences" included *driving while impaired*, *having a BAC over 80 mg%*, and *failing or refusing to provide a breath sample*. Since then, amendments to the *Criminal Code of Canada* expanded the definition of impaired driving to include *impaired operation of a motor vehicle, vessel, or aircraft*. In addition, these amendments also introduced two new offences -- impaired operation causing death and impaired operation causing bodily harm. Provisions were also made for police officers to request drivers to provide a blood sample for the purpose of determining alcohol content.

As reported by the Canadian Centre for Justice Statistics, the number of "persons charged" with impaired driving offences does not represent an "unduplicated count" of *individuals* charged in a year. Thus, a person charged on more than one occasion will be counted every time they are charged by the police with an impaired driving offence.

The percent of repeat offenders is determined from data on provincial suspensions for *Criminal Code* impaired driving offences as reported in the Ontario Road Safety Annual Report. In Ontario, the mandatory suspension for a first impaired driving offence is one-year; a second offence within five years carries a two year suspension; subsequent offences are punishable by a three year suspension.

**2.2.6 Measuring the magnitude of the problem over time.** As a means to assess changes in the alcohol-crash problem over time, this report describes trends in such common "indicators" as: (1) the number and percentage of drinking drivers involved in traffic crashes; (2) the number and percentage of driver fatalities with BACs over 80 mg%; (3) rates of crash-involved drinking drivers per 1,000 licensed drivers; and (4) the Problem Index.

This latter measure -- the Problem Index -- is the ratio of crash-involved *drinking* drivers to crash-involved "normal" (i.e., nondrinking) drivers. Because many factors -- such as weather conditions, seasonal patterns of weather and driving, the state of the economy -- can influence the total number of traffic crashes, simply counting the number of drinking drivers involved in crashes would not reveal whether changes from year to year were the result of specific drinking-driving countermeasure efforts or a consequence of the many other conditions and forces that may have caused the number of all crashes to change. The ratio of drinking drivers involved in crashes to nondrinking drivers involved in crashes, however, essentially controls for factors that exert a general influence on motor vehicle crash rates and permits an assessment of the extent to which the number of crash-involved drinking drivers has changed **relative to** the number of crash-involved nondrinking (i.e., "normal") drivers. Drinking-driving countermeasure efforts would be expected to have a differential impact on crashes involving drinking drivers; if this occurred, it would be shown by a decrease in the Problem Index.

## 2.3 Sources of Statistics

Statistics for this report were compiled from a number of sources. Again this year, detailed information on drivers involved in traffic crashes received from the Ontario Ministry of Transportation comprises the primary source of data. These data come from Motor Vehicle Accident Reports completed by investigating police officers. Because the focus of this report is on **drinking drivers** involved in traffic crashes, these statistics complement those published each year by the Ministry of Transportation in the Ontario Road Safety Annual Report (available from the Road User Safety Office of the Ministry). Although derived from the same source, the numbers in this report do not necessarily match those reported



by the Ministry of Transportation in the Ontario Road Safety Annual Report. The disparities are, however, nominal (i.e., less than 1%) and are a result of slightly different criteria used to select cases for inclusion.

Statistics from the Fatality Database, developed and maintained by the Traffic Injury Research Foundation and funded jointly by Transport Canada and the Canadian Council of Motor Transport Administrators, are also presented. Based on reports by coroners and toxicologic tests for alcohol in blood, the Fatality Database contains information on the presence *and the amount* of alcohol consumed by drivers fatally injured in motor vehicle crashes. In reporting these data, only the following drivers are included: drivers of highway vehicles (operators of farm tractors, snowmobiles, and bicycles are excluded); drivers who were 16 years of age and over; and drivers who died within 6 hours of crash involvement. Information on fatally injured operators of snowmobiles and ATV's is provided in a special section of this report.

As indicated previously, a special study was undertaken this year to determine the number of persons killed in alcohol-related crashes in Ontario. Data on alcohol-related fatalities were obtained through a careful examination and matching of information on all persons killed in motor vehicle crashes from coroner files with that from the Ministry of Transportation Master Accident Data file. These data are not restricted to drivers of highway vehicles but include drivers of all types of vehicles as well as passengers and pedestrians. A fatality was determined to be alcohol-related if at least one of the drivers (or the pedestrian) involved either tested positive for alcohol or was reported by the police to have consumed alcohol.

Data from the Canadian Centre for Justice Statistics (CCJS) on the number of persons charged with impaired-driving offences in Ontario are also summarized. Similar data from previous years are used to describe the changing pattern of impaired driving charges in Ontario. These data are supplemented by information on the number of drivers suspended for alcohol-related driving offences as reported in the Ontario Road Safety Annual Report.

## 2.4 Limitations of the Data

This report uses data from a variety of sources in an attempt to provide as comprehensive a picture as possible of the magnitude of the alcohol-crash problem in Ontario. The overall consistency of the data over the past several years provides a reliable and valid indicator of the extent to which the problem has changed.

As in previous editions of the Statistical Yearbook, the basic unit of analysis is drivers involved in crashes. As such, previous reports have been unable to address the often-asked question, "How many people in Ontario are killed in alcohol-related crashes?". This year, however, a special study was undertaken to address this question directly. In addition, this edition of the Statistical Yearbook presents data on alcohol involvement in snowmobile and ATV fatalities, providing a more comprehensive picture of the involvement of alcohol in all fatal motor vehicle crashes.

Despite the new information provided in this edition of the Statistical Yearbook, other critical questions such as "How many people sustain permanent physical and/or mental impairments due to alcohol-related crashes?" remain unanswered. The answers to these and other equally important questions cannot be addressed with the data at hand. Such questions require special, in-depth studies that involve collecting and linking data from several independent sources.

## 3.0 FATALITIES

It has been well-established that alcohol is more likely to be involved in crashes that result in the death of one or more persons (e.g., Donelson and Beirness, 1985 -- see also Section 4.0). Consequently, the prevention of fatal crashes has been of particular importance for drinking-driving countermeasures. This section examines in detail the involvement of alcohol in three groups of motor vehicle fatalities -- driver fatalities, all fatalities, and snowmobile and ATV fatalities.

### 3.1 Driver Fatalities

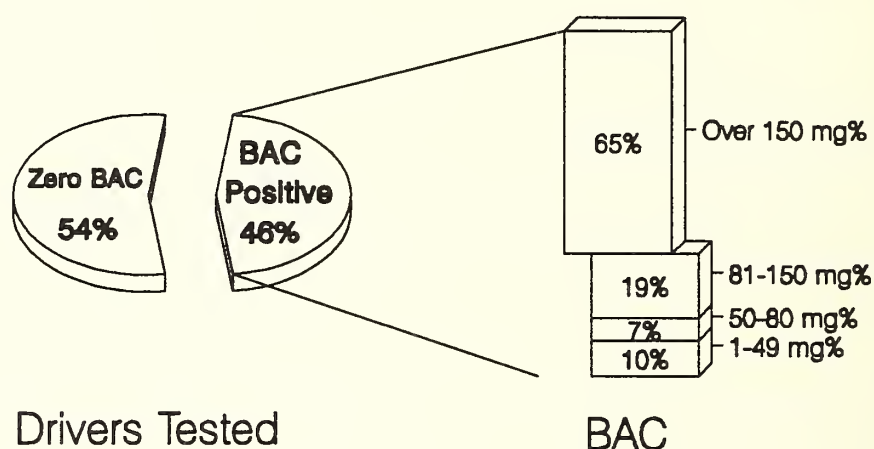
As in previous editions of the Statistical Yearbook, this section examines the use of alcohol among fatally injured drivers of highway vehicles, who were 16 years of age and over and who died within 6 hours of the crash. As indicated previously, the rate of testing for alcohol among fatally injured drivers in Ontario has remained consistently high (see Table 10). In 1992, 88% of fatally injured drivers were tested for alcohol.

Figure 1 shows the percent of fatally injured drivers who were positive for alcohol in 1992 and, among those who had been drinking, the percent at each of four BAC levels. As can be seen, among fatally injured drivers who were tested, 54% showed no evidence of alcohol; 46% had been drinking (i.e., had a positive BAC). Among those who were drinking -- as shown by the bar on the right -- 84% had BACs in excess of the legal limit (80 mg%); this represents 38% of all the fatally injured drivers tested for alcohol. Importantly, among fatally injured drinking drivers, high levels of alcohol predominate -- 65% had a BAC over 150 mg%!

To put BACs of this magnitude in perspective, a man weighing 77 kg (170 pounds) would have to consume *at least seven drinks in a one-hour period* to reach a BAC of 150 mg%. These are not people who have had a glass of wine with dinner or a couple of drinks after work. Rather, this high-BAC group is most likely comprised of persons who consume large amounts of alcohol regularly or

so-called "social" drinkers who are involved infrequently in heavy drinking episodes.

**Figure 1**  
**Alcohol Use and BAC Levels Among**  
**Fatally Injured Drivers**



Ontario, 1992

Drivers age 25 to 34 years comprise the largest group of fatally injured drinking drivers (see Table 1). Overall, male drivers are almost four times as likely as female drivers to die in a traffic crash but among those who were drinking, men outnumber women by almost 6 to 1.

Drivers of automobiles comprise the largest group (76%) of those who were fatally injured. Of automobile drivers who were tested for alcohol, 44% were found to have been drinking. This compares with 51% of fatally injured motorcyclists who tested positive for alcohol and 53% of drivers of light trucks and vans. Alcohol was more likely to be found among drivers involved in single vehicle crashes -- of the 215 drinking drivers who died in 1992, 61% were in collisions involving a single vehicle.



There was no change in the total number of driver fatalities in 1992 over 1991 (see Table 10). There was, however, a small increase in the number of fatally injured drivers who tested positive for alcohol (from 207 in 1991 to 215 in 1992) as well as an increase in the number who had a BAC in excess of 150 mg% (from 129 in 1991 to 139 in 1992).

## 3.2 Alcohol-related Motor Vehicle Fatalities

The previous section examined alcohol use among fatally injured drivers of highway vehicles. While this measure has traditionally been considered one of the most valid and reliable indicators of the alcohol-crash problem, it reveals only part of the picture. This section presents the results of a special study undertaken this year to examine not just drivers but all persons killed in crashes, including passengers and pedestrians, to provide a better indication of the magnitude and scope of the drinking-driving problem.

**3.2.1 Methods.** For this study, a fatality was defined as any person who died within one year as the result of injuries sustained in a crash involving any type of motor vehicle, regardless of whether the crash occurred on a public roadway or on private property. The definition of a fatality used in this study is somewhat more inclusive than that used by the Ministry of Transportation. First, the one-year criterion for determining motor vehicle fatalities is considerably longer than the 30-day criterion used by the Ministry of Transportation. The effect of the different criterion, however, is minimal as 99% of fatally-injured crash victims die within 30 days. Second, all fatalities were included whether or not they occurred on a public roadway. Approximately 7% of all motor vehicle fatalities do not occur on public roadways. The effect of alcohol on the ability to operate a motor vehicle certainly does not depend on where the vehicle is being used. Third, fatalities involving all types of motor vehicles are included in the present analysis. Impaired driving laws apply to all types of motor vehicles, not just cars and trucks. By including fatalities that involve any type of motor vehicle as well as those that do not occur on a public roadway, these data provide the best estimate of the number of persons who died in alcohol-related motor vehicle crashes.

To obtain an estimate of the extent of alcohol involvement in motor vehicle fatalities, coroner's reports were searched for evidence of alcohol use by the person killed and/or one of the drivers involved in the crash. The Ministry of Transportation's Master Accident Data File was used to determine if the investigating police officer indicated whether or not any of the drivers involved in the crash had consumed alcohol. A motor vehicle fatality was considered to be alcohol-related (1) if at least one of the drivers involved tested positive for alcohol, (2) if at least one of the drivers involved was judged by the investigating police officer to have been drinking or to have been impaired by alcohol, or (3) in the case of pedestrian fatalities, if either the pedestrian or the driver of the vehicle that struck them had been drinking. In the case of multiple vehicle crashes and pedestrian crashes, no consideration was given as to who was deemed responsible for the crash. The fatal crash was determined to involve alcohol if there was evidence of alcohol use by at least one of the drivers (or the pedestrian) involved. While this assumption might appear to inflate the number of fatalities attributable to alcohol, the extent of the overestimation is minimal. Previous research has demonstrated that over 90% of drinking drivers are primarily responsible for the fatal crashes in which they are involved (Donelson et al., 1989).

Unfortunately, in 19% of cases there was insufficient information available on which to make a judgment about the involvement of alcohol. Information about alcohol use by drivers who survive fatal crashes is often missing. For example, if a surviving driver is severely injured in the crash, he may be taken to hospital for treatment before the investigating police officer has been able to determine if the driver had been drinking. And, unless there is some evidence to indicate that the driver may have been drinking, the officer has no basis for demanding that a blood sample be taken. Hence, there is no information on which to determine whether alcohol was involved in the crash or not.

**3.2.2 Results and discussion.** In total, 1,291 persons died in 1,141 crashes in 1992. Vehicle drivers/operators accounted for 59% (764) of the fatalities, while passengers represented 26% (340) and pedestrians 14% (187) (see Table 2).

Of the 1,291 persons killed in motor vehicle crashes in Ontario in 1992, it was possible to make a judgment about alcohol involvement in 81% of cases. This is comparable to the rate of testing for alcohol among fatally injured drivers (88%) and provides a sufficient basis for determining the true extent of alcohol-related fatalities in Ontario.

Using the criteria noted above for judging alcohol involvement, it was determined that alcohol was involved in 44% of motor vehicle fatalities. Applying this figure to the total number of motor vehicle fatalities in Ontario reveals that in 1992, *568 persons died in alcohol-related crashes.*

In the past, the best estimate of alcohol-related fatalities was derived from the percent of fatally injured drivers who had been drinking. The present analysis confirms the validity of this estimate. As outlined in the previous section, 46% of fatally injured drivers were positive for alcohol. This is comparable to the 44% of all motor vehicle fatalities that were determined to have involved alcohol in the present analysis.

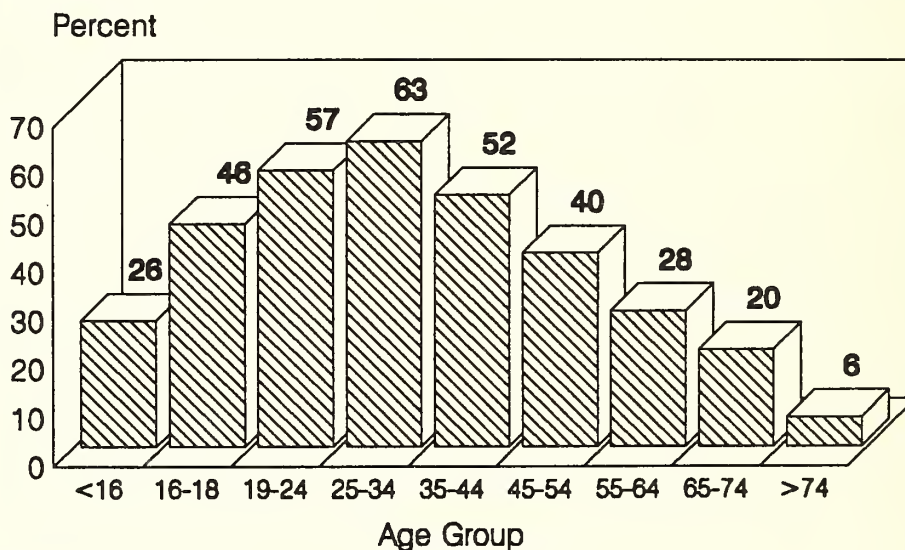
The analysis also revealed that *74% of all alcohol-related fatalities (drivers, passengers, pedestrians) were themselves positive for alcohol.* This finding is of interest for two reasons. First, there is a widespread belief among the general public that the impaired driver often walks away from a fatal crash unscathed. To a large extent, this image has, been promulgated by the heart-rendering stories of the families of victims of impaired drivers that helped foster the groundswell of public concern about the problem in the early 1980s. The present analysis of alcohol-related fatalities, however, indicates that while such cases occur far too often, they comprise, at most, 26% of the alcohol-crash problem. Second, the persons most often killed in alcohol-related crashes are drinking drivers, their drinking passengers, or impaired pedestrians. Alcohol consumption increases the risk of a motor vehicle fatality, particularly for drivers, but also for passengers and pedestrians. Even if a person who has been drinking is not driving, alcohol interferes with decision-making skills such that they may be more likely to ride with a drinking driver or cross the roadway without due care and attention to traffic. To date, countermeasure programs have focussed primarily on drinking drivers. Recent initiatives, however, have



recognized the need to target passengers and pedestrians and should continue in that direction.

Figure 2 shows the percent of alcohol-related fatalities in various age groups (see also Table 2). It is apparent in the figure that *almost two-thirds of motor vehicle fatalities age 25 to 34 years occurred as the result of alcohol-related crashes*. Over half of fatalities age 19 to 24 and 35 to 44 were alcohol-related. Only 6% of the fatalities over 74 years of age died in crashes involving alcohol. Alcohol was involved in about one-quarter of the crashes in which a child (i.e., under age 16) died.

**Figure 2**  
**Percent of Motor Vehicle Fatalities In Each Age Group that Involved Alcohol**

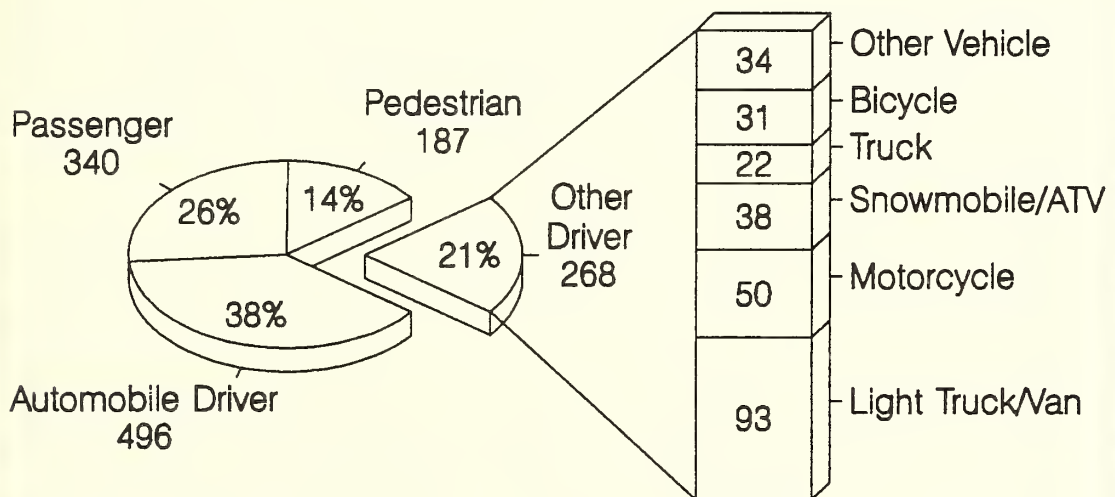


**Ontario, 1992**

Males are not only more likely than females to die in a motor vehicle collision, they are more likely to die in an alcohol-related collision. Males account for 70% of all persons killed in motor vehicle crashes and 81% of all alcohol-related fatalities. Just over half of all male motor vehicle fatalities involved alcohol compared to 27% of female fatalities.

In the past, alcohol involvement in fatal crashes has been restricted to an examination of fatally injured drivers of highway vehicles. The present analysis was not limited to drivers of highway vehicles but included operators of other types of vehicles, passengers and pedestrians as well. Figure 3 shows the distribution of fatalities among victim types. Approximately 4 out of every 10 motor vehicle fatalities are drivers of automobiles. Drivers or operators of other types of vehicles account for 21% of fatalities. The bar on the right side of Figure 3 shows the distribution of vehicle types driven by fatally injured operators. Most of these drivers were operating motorcycles and light trucks/vans. Vehicle passengers represent 26% of all fatalities and pedestrians comprise 14% of fatalities.

**Figure 3**  
**Motor Vehicle Fatalities By Type of Victim**



Ontario, 1992

♦ **Driver Fatalities.** Among fatally injured drivers and operators of vehicles, it was possible to make a judgment about alcohol involvement in all but 19% of cases (Table 2). Among the 81% of driver/operator fatalities where there was sufficient information to determine whether or not alcohol was involved,

there was evidence of alcohol use in 48% of cases. In 91% of alcohol-involved driver/operator deaths, it was the fatally injured driver who had been drinking. This finding indicates that drivers who have been drinking are considerably more likely to die in an alcohol-related crash than are drivers who have not been drinking.

♦ **Passenger Fatalities.** Among passenger fatalities, the involvement or non-involvement of alcohol could be determined in 81% of passenger deaths (Table 2). In 37% of these cases, at least one of the drivers involved had been drinking.

The use of alcohol by passengers is rarely implicated as a factor in fatal crashes. Consequently, fatally injured passengers are much less likely to be tested for alcohol than fatally injured drivers. In fact, less than 20% of fatally injured passengers age 16 and over were tested for alcohol. Nevertheless, among the relatively small number of cases that were tested, there is a strong relationship between alcohol use among passengers and drivers. Among fatally injured passengers who tested positive for alcohol, 86% were riding in a vehicle operated by a driver who had also been drinking. On the other hand, all fatally injured passengers who tested negative for alcohol were riding with a nondrinking driver.

The tendency for drinkers to ride together in the same vehicle is important for two reasons. First, it highlights the need to promote designated driver programs. The effective use of designated driver programs involves having the designated member of the group refrain from consuming any alcohol to ensure that his or her drinking passengers arrive home safely. Second, past countermeasure initiatives have primarily been intended to prevent drinkers from operating a vehicle. The present data, however, indicate that drinking passengers don't necessarily make good decisions about choosing their driver. Initiatives should continue to encourage passengers not to ride with a driver who has been drinking.

♦ **Pedestrian Fatalities.** As indicated previously, pedestrian fatalities were judged to be alcohol-related if either the pedestrian or the driver of the vehicle that struck the pedestrian was drinking. Sufficient information was



available to determine the involvement of alcohol in 78% of these cases. Forty-one percent of pedestrian fatalities involved alcohol. Of those cases determined to be alcohol-related, 82% involved alcohol use by the pedestrian and 18% involved a drinking driver.

Apparently, driving is not the only activity that becomes unsafe after consuming alcohol. Intoxicated pedestrians face increased risk of being struck and killed by a vehicle. The public may be unaware of the dangers of walking along or crossing the roadway after consuming alcohol. Public information campaigns may be of considerable value in this area.

### 3.3 Snowmobile and All Terrain Vehicle (ATV) Fatalities

In the past, there has been a strong tendency to restrict one's view of impaired driving to situations involving passenger vehicles on public highways. In recent years, there has been increasing recognition of the problem of alcohol use among operators of other types of vehicles, particularly snowmobiles and all terrain vehicles (ATVs). In this context, the *Criminal Code of Canada* indicates that it is an offence to operate any type of motor vehicle, including snowmobiles and ATVs, while impaired or with a BAC in excess of 80 mg%. It also does not matter whether the vehicle is being operated on a public roadway or on private property. In light of both the recent concern and the law, the purpose of this section is to examine the extent of alcohol involvement in fatal snowmobile and ATV crashes.

In Ontario in 1992, 46 people were killed in crashes involving snowmobiles and ATVs (Table 3). Forty fatalities involved a snowmobile and 6 involved an ATV. In most cases (83%), it was the operator of the vehicle that was killed in the crash. There were, however, 7 passengers and 1 pedestrian killed in crashes involving either a snowmobile or an ATV.

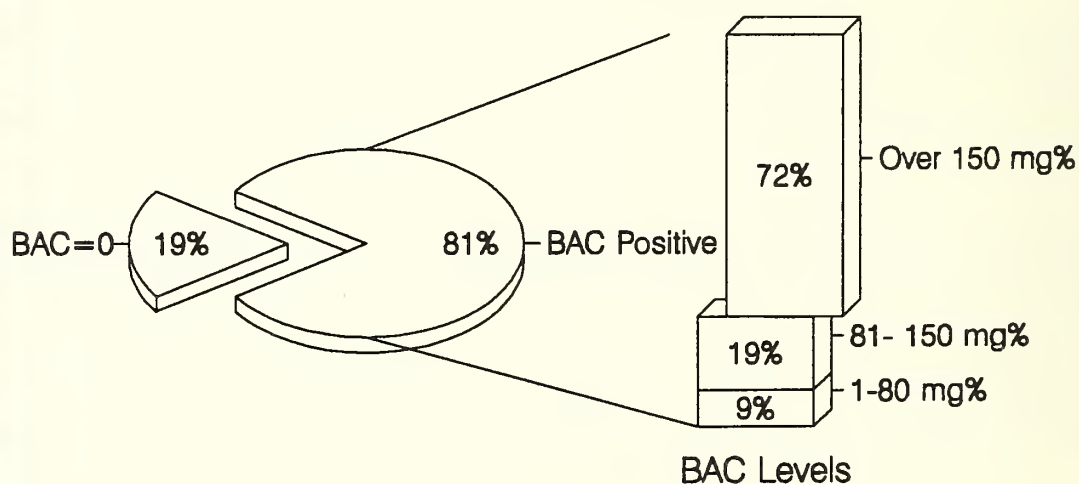
Table 3 shows that 4 out of 10 persons killed in snowmobile and ATV crashes were between 25 and 34 years of age. Males comprised over 90% of all victims.

In 40% of fatal crashes involving a snowmobile or ATV, the vehicle collided with a fixed object such as a tree, post, or parked vehicle. In 27% of cases, the victim

drowned, presumably by going through the ice or into open water. One in ten fatalities was reported not to have been wearing a helmet and in a further 13% of cases helmet use could not be determined.

Figure 4 illustrates the involvement of alcohol among fatally injured *operators* of snowmobiles and ATVs. Of the 31 fatally injured operators of snowmobiles and ATVs who were tested for alcohol, 81% (25) were positive for alcohol, well above the 46% found among fatally injured drivers of highway vehicles. The bar on the right of the figure shows the distribution of BACs among fatally injured drinking operators. Almost three-quarters of fatally injured operators who had been drinking had a BAC in excess of 150 mg%. In fact, the average BAC among fatally injured drinking operators of snowmobiles and ATVs was 202 mg%, well above the average of 178 mg% among fatally injured drivers of highway vehicles.

**Figure 4**  
**Alcohol Use Among Fatally Injured Operators of Snowmobiles and ATVs**



Ontario, 1992

When data on alcohol use by fatally injured operators is combined with information about alcohol involvement in snowmobile and ATV crashes in which either a passenger or pedestrian died, it was determined that alcohol was involved in 74% of these cases (Table 3).

From the data presented in this section, it is apparent that the alcohol crash problem in Ontario does not stop where the highway ends. Indeed, there is an extremely high incidence of alcohol use among fatally injured operators of snowmobiles and ATVs. While countermeasure initiatives appear to have had a tremendous degree of success in reducing the number of alcohol-related crashes on the roadways, the same cannot be said of crashes involving recreational vehicles. The association of alcohol use with the operation of snowmobiles and ATVs creates an extremely dangerous situation. Countermeasure programs specifically targeted at operators of these vehicles need to be actively pursued.





## 4.0 DRINKING DRIVERS INVOLVED IN CRASHES

This section describes data on alcohol use by drivers involved in all types of traffic crashes -- property damage, personal injury, and fatal -- as indicated by investigating police officers on official motor vehicle accident reports. These data provide a comprehensive picture of the magnitude and characteristics of the drinking and driving problem in Ontario during 1992. As indicated previously, the text is deliberately brief. It is intended to guide the reader through the seemingly endless array of numbers and to highlight various aspects of the data. Graphs are used extensively in this section as a means to help clarify some of the prominent features of the data. The numbers used to create these figures were derived from the more detailed tables contained in Appendix A.

### 4.1 Drinking Drivers Involved in Crashes

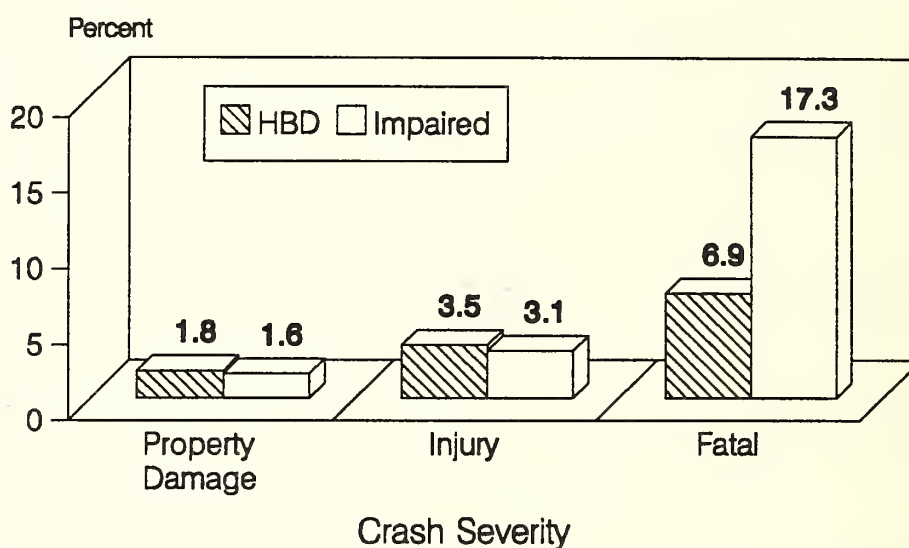
During 1992, the number of drivers reported to have consumed alcohol prior to the crash increased by 3.7% from 14,012 in 1991 to 14,536 in 1992 (Table 4).

Drinking drivers comprised 4.3% of all drivers involved in traffic crashes (fatal, personal injury, and property damage crashes) -- virtually unchanged from the previous year. Among the drinking drivers involved in these crashes, 6,805 (2.0% of all drivers) were judged to be impaired by alcohol (IMP) and 7,731 (2.3% of all drivers) were reported to have consumed alcohol (HBD) but were not judged by the investigating police officer to be impaired.

It has been well-established that the more serious a traffic crash, the more likely a drinking driver was involved. Figure 5 shows that in 1992, about 1.8% of drivers involved in *property-damage* crashes had been drinking and a further 1.6% were judged legally impaired by alcohol. Of drivers involved in *injury* crashes, 3.5% had consumed some alcohol and an additional 3.1% were judged to be impaired. Alcohol was judged present in a considerably higher percentage of drivers involved in *fatal* crashes -- 6.9% had been drinking and an additional 17.3% were impaired. Thus, in property damage and injury crashes, the

percentage of drivers who had been drinking (HBD) is greater than that of drivers who were impaired. In fatal crashes, the reverse is true -- impaired drivers account for more than twice as many drivers as those who had been drinking.

**Figure 5**  
**Drinking Drivers Involved in Crashes**  
**According to Crash Severity**



Ontario, 1992

In total, drivers who had consumed alcohol accounted for 3.4% of all drivers involved in property damage crashes, 6.6% of drivers in crashes resulting in personal injury, and 24.2% of drivers involved in fatal crashes.

It should be noted that alcohol use by drivers involved in fatal crashes reported in this section is somewhat lower than that reported in Section 3.1. The reasons for this apparent discrepancy lie in the definition of cases and the source of the data. The data in this section are derived from police accident report forms and include all drivers involved in a fatal crash. Section 3.1 reports on data derived from coroners' files and only for those drivers who were fatally injured.

There are many more drivers involved in fatal crashes than there are drivers killed in crashes. The results in the present section are, therefore, based on a larger number of drivers, many of whom survived the crash. Fatally injured drivers are more likely to be tested for alcohol than are drivers who survive fatal crashes. Moreover, the results of tests for alcohol on fatally injured drivers are a more reliable and valid source of information on alcohol use than are police reports. Hence, what may appear to be a discrepancy in the data is actually the reporting of two different aspects of the problem.

## 4.2 Characteristics of Drivers Involved in Crashes

**4.2.1 Sex of driver.** Overall, in 1992, more than twice as many male as female drivers were involved in crashes *of any severity* (229,174 compared to 105,070). In fatal crashes, male drivers outnumbered female drivers by a margin of more than 3 to 1 (1,022 compared to 277 -- see Table 4).

The predominance of male drivers is even more acute among crash-involved drivers who have been drinking. In 1992, 88% of the drinking drivers involved in crashes were male. This was true regardless of the severity of the crash (Table 4). Overall, 5.6% of male drivers involved in crashes had consumed alcohol compared to only 1.7% of female drivers involved in crashes. In fatal crashes, 27.4% of male drivers were reported to have consumed alcohol, more than double the 12.6% of females who were involved in fatal crashes.

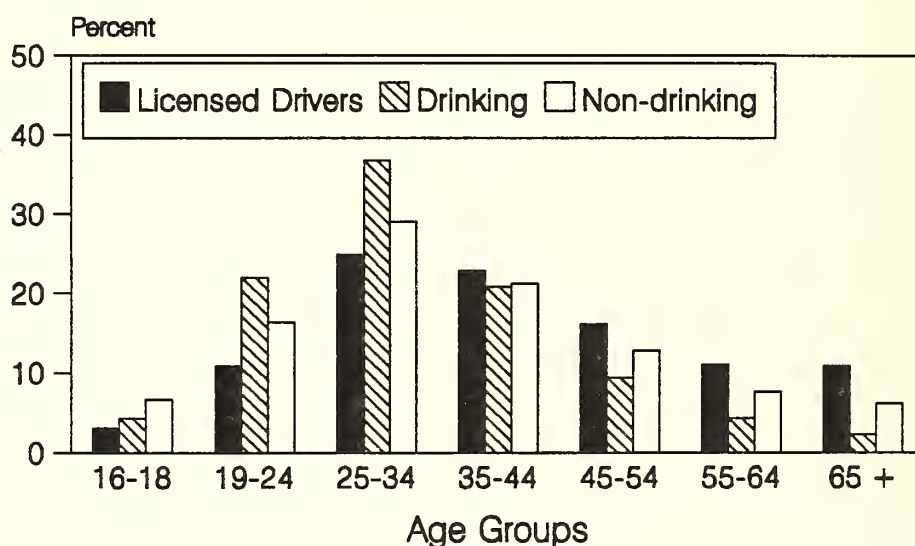
**4.2.2 Age groups.** Figure 6 presents comparative information on seven different age groups. It shows the percentage of drinking and nondrinking drivers involved in crashes that are accounted for by each age group. For comparison, it also shows the percent of licensed drivers accounted for by that age group (Table 5).

The differences in the height of the bars within a given age group indicates the degree of over- or under-representation of drivers in that age group involved in crashes, relative to their numbers in the licensed-driver population.



For example, drivers age 25 to 34 accounted for about 25% of all licensed drivers in the province but they accounted for 29% of all nondrinking drivers involved in crashes and 37% of all drinking drivers involved in crashes. Drivers in this age group are thus *overrepresented* both among crash-involved drinking drivers and crash-involved nondrinking drivers. Similar statements can be made about 16- to 18-year olds and 19- to 24-year olds. By contrast, drivers 45 years of age and older are *underrepresented* among both crash-involved drinking and nondrinking drivers, relative to their numbers in the licensed driver population (see Table 5).

**Figure 6**  
**Comparison of Licensed and Crash-Involved Drinking and Nondrinking Drivers by Age**



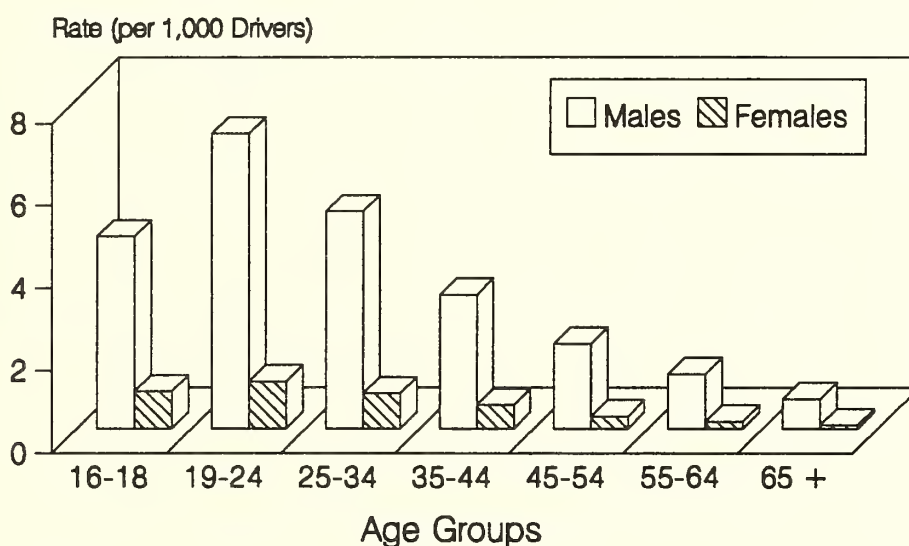
Ontario, 1992

**4.2.3 Age and sex.** Figure 7 presents information on the crash involvement rates for male and female drinking drivers of different ages. The rate of involvement (which standardizes comparisons across groups of unequal numbers) represents the number of collisions involving a drinking driver per 1,000 licensed drivers in each age group.



It is apparent in Figure 7 that males of all ages have considerably higher crash involvement rates as drinking drivers than females. Male drivers age 19 to 24 have the highest rate (see also Table 6). Although drinking-driver crash involvement rates for men are several times higher than those for females, the pattern of rates according to age is very similar for both men and women. Among females, drivers aged 19 to 24 years have the highest drinking-driver crash involvement rate. For both men and women this rate decreases with increasing age.

**Figure 7**  
**Drinking Driver Crash-Involvement Rates**  
**According to Driver Age and Sex**

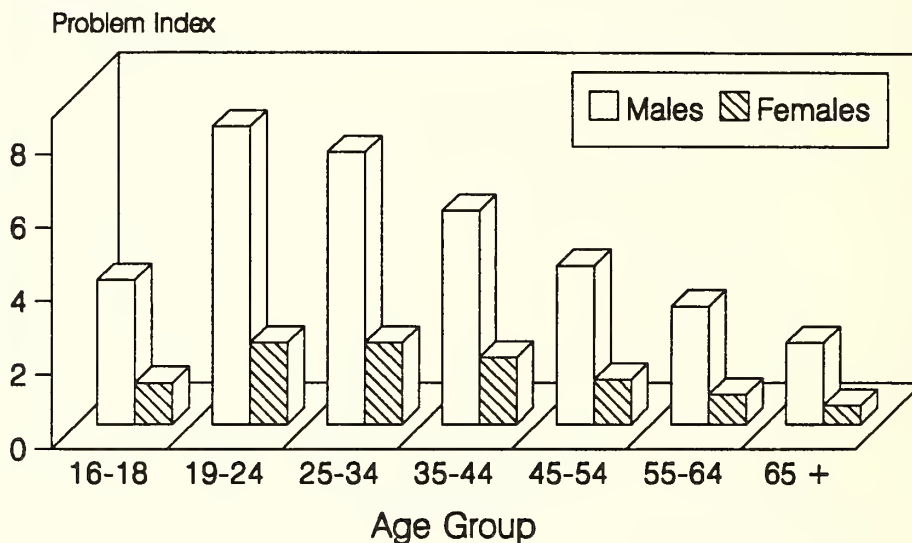


Ontario, 1992

Another way to examine the extent to which drinking and driving varies according to age and gender that is independent of the actual number of crashes is the Problem Index. As described previously, the Problem Index is simply the number of crash-involved drinking drivers divided by the number of crash-involved nondrinking drivers, multiplied by 100. The Problem Index allows a direct comparison of the degree to which drinking and driving is a problem in each age and sex group.

Figure 8 shows the Problem Index for various age groups separately for males and females. Male drivers age 19 to 24 and 25 to 34 have the highest Problem Indexes among all age and sex groups shown. The highest Problem Index values for females are in these same two age groups but the actual values of the Problem Index are still considerably lower than for all but the oldest group of male drivers.

**Figure 8**  
**The Problem Index According to**  
**Driver Age and Sex**



Ontario, 1992

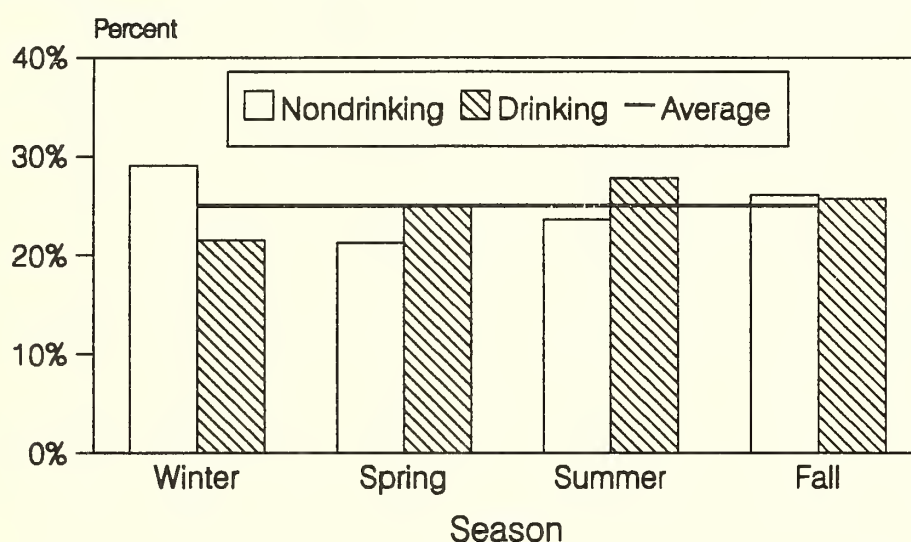
### 4.3 Characteristics of Drinking Driver Crashes

**4.3.1 Season.** Figure 9 shows the distribution of drinking drivers and nondrinking drivers involved in crashes in each of the four seasons (see also Table 7).

If collisions were evenly distributed across the seasons, then 25% of them would occur in each season. (The line denoting the average illustrates this). Values

above the line show a greater percent than expected; values below it, a lower than expected frequency.

**Figure 9**  
**Seasonal Distribution of Crashes Involving Drinking and Nondrinking Drivers**



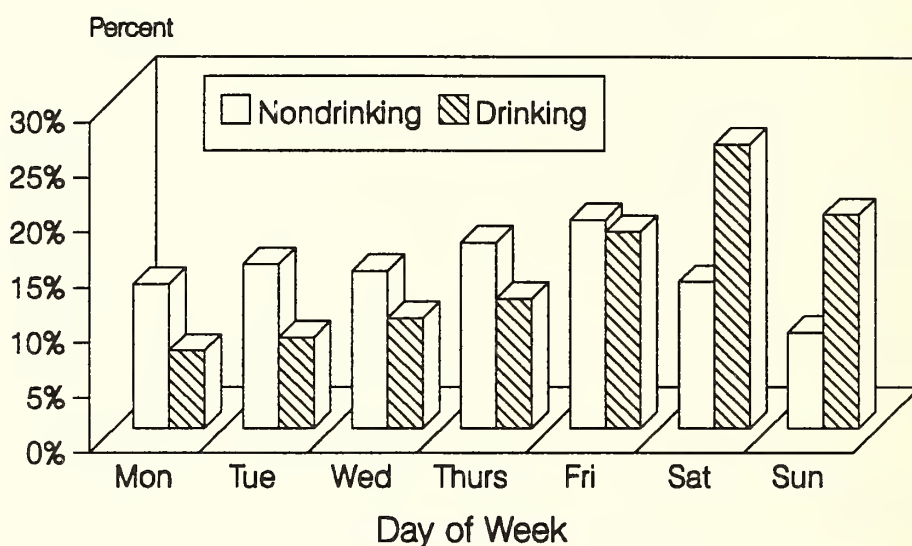
Ontario, 1992

As can be seen, nondrinking drivers have more of their crashes (29%) during the winter months (December, January and February) and less than expected (21%) in the spring (March, April, and May). *Drinking drivers crash more frequently in the summer months* (June, July and August) (28%) and less frequently (21%) in the winter (December, January and February). The smaller number of drinking drivers in crashes during the winter may, to some extent, reflect the impact of drinking-driving countermeasures, which traditionally are more prominent during the year-end holiday season.

**4.3.2 Day of the week.** Figure 10 presents the daily distribution of drinking and nondrinking drivers involved in crashes (see also Table 8). From Monday to Friday, the percent of nondrinking drivers involved in crashes exceeds that of drinking drivers. But on Saturday and Sunday, the reverse is

true -- the percent of drinking drivers involved in crashes exceeds that of nondrinking drivers. Over 25% of drinking drivers are involved in crashes on Saturday, primarily during early morning and late evening hours (see Tables 8 and 9). A further 20% of all drinking drivers crash on Sunday.

**Figure 10**  
**Daily Distribution of Crashes Involving**  
**Drinking and Nondrinking Drivers**

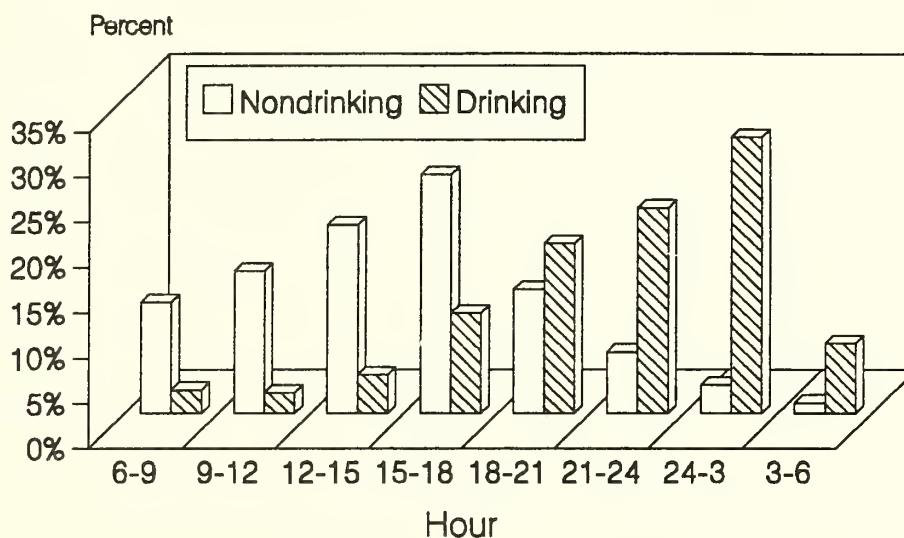


Ontario, 1992

**4.3.3 Time of crash.** Figure 11 presents the hourly distribution of crashes involving nondrinking and drinking drivers. It is evident that the majority of drivers, whose condition was reported by police as nondrinking, crashed primarily during daylight hours -- between 9 a.m. and 6 p.m. (i.e., 1800 hours). In contrast, most drinking drivers crashed at night -- between 6 p.m. and 3 a.m. (1800 and 0300 hours) (see Table 9). Nearly one-third of the drinking drivers crashed between midnight and 3 a.m.



**Figure 11**  
**Hourly Distribution of Crashes Involving**  
**Drinking and Nondrinking Drivers**



Ontario, 1992

## 4.4 Conclusions

The data presented in this section clearly illustrate the magnitude of the drinking-driving problem in Ontario. The alcohol-crash problem is unacceptably high. In 1992, over 14,000 drinking drivers were involved in crashes. Countermeasure initiatives must continue if further gains are to be realized.

The data presented in this section also help target countermeasure programs. For example, it is possible to create a description or profile of the "typical" drinking driver and the crashes in which they are involved. Crash-involved drinking drivers are most likely:

- ♦ male; and
- ♦ between 25 and 34 years old.

Drinking drivers are most likely to be involved in a crash:

- ◆ during the summer months;
- ◆ on a weekend; and
- ◆ late at night or during the early morning hours.

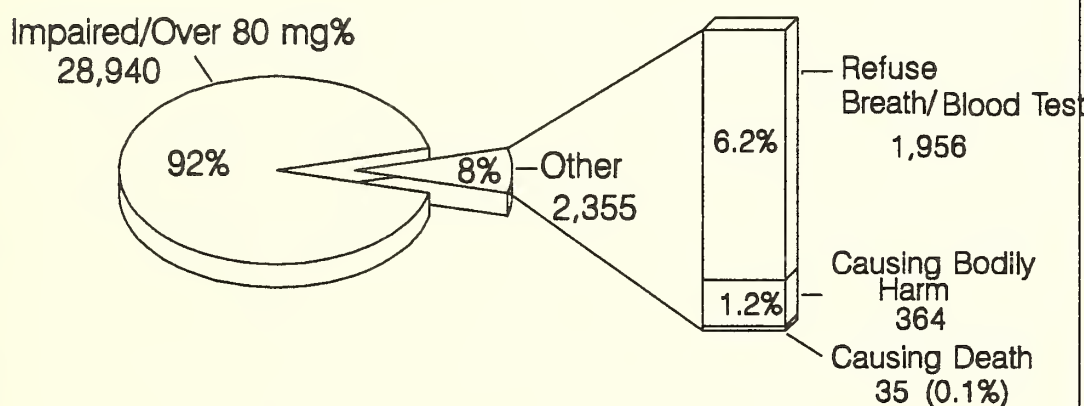
These common characteristics of drinking drivers and the crashes in which they are involved provide the most immediate targets for countermeasure programs.

The use of this simple profile based on typical or common characteristics can give the impression that there is a considerable degree of similarity among drinking drivers and the crashes in which they are involved. This approach to creating a profile, however, fails to recognize the diversity among drinking drivers and their crashes. Other approaches must be used to help identify high-risk groups for special attention.

## 5.0 IMPAIRED DRIVING CHARGES

Every year, the police in Ontario spend countless hours enforcing drinking-driving laws. Routine patrols are supplemented by periodic spotchecks as part of the R.I.D.E. (Reduce Impaired Driving Everywhere) program. In Ontario, as in all other provinces, impaired driving offences are contained in the *Criminal Code of Canada*. These include: impaired operation of a motor vehicle, vessel or aircraft or while having a BAC in excess of 80 mg%, failure or refusal to provide a breath or blood sample, impaired operation causing bodily harm, and impaired operation causing death.

**Figure 12**  
**Persons Charged with Impaired Driving**  
**According to Type of Charge**



Ontario, 1992

The Canadian Centre for Justice Statistics reports that in 1992, police in Ontario charged a total of 31,295 drivers with an impaired driving offence; this represents a decrease of 1.2% from the 31,673 drivers charged in 1991. As illustrated in Figure 12, the majority of charges (92%) were for impaired operation or having a BAC over 80 mg%. There were 35 charges for impaired

operation causing death, 364 for impaired operation causing bodily harm, and 1,956 for failure or refusal to provide a breath or blood sample.

## 5.1 Repeat Offenders

In recent years, there has been increasing recognition of the problem of the repeat offender (e.g., Simpson and Mayhew, 1991). These are drivers who, despite having been charged, convicted and punished for a previous impaired driving offence, continue to drive after drinking, often with very high BACs. The importance of this group is illustrated by a detailed analysis of fatal crashes in British Columbia where it was found that among drinking drivers who were responsible for a fatal crash, one-third had a previous impaired driving conviction on their record. This compares with a previous conviction rate of only 9% among nondrinking drivers responsible for fatal crashes and 10% among drivers deemed not responsible for the fatal crashes in which they were involved (Donelson et al., 1989). Clearly the repeat offender represents a significant risk on the highway.

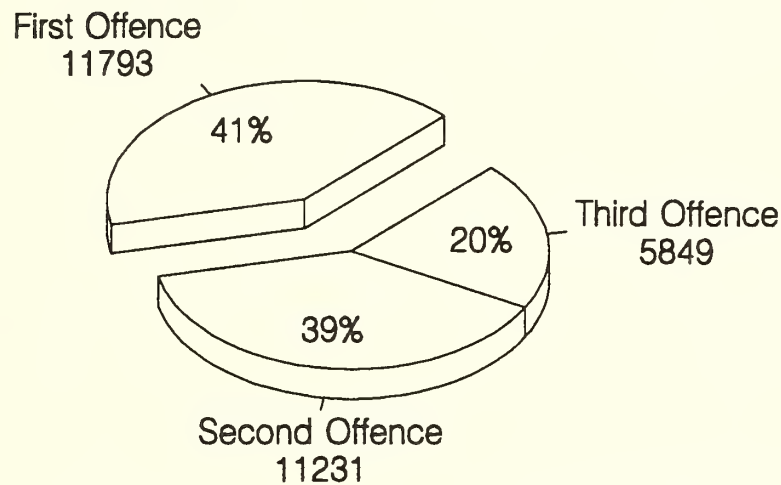
Figure 13 presents information from the *Ontario Ministry of Transportation* on the number of drivers whose licences were suspended for impaired driving convictions in 1992. In Ontario, the mandatory period of licence suspension for a first impaired driving conviction is one year. The suspension is two years for a second conviction within five years and three years for a third or subsequent conviction within five years. First-time offenders comprised 41% of all drivers who were issued a licence suspension for impaired driving. Second offenders accounted for 39% of suspensions and 20% of suspensions were for a third or subsequent conviction. *In total, 59% of all suspensions for impaired driving were for a second or subsequent offence.*

Repeat offenders constitute the majority of persons convicted of impaired driving in Ontario. Despite having been previously convicted and punished, many offenders continue to drive after drinking. The predominance of repeat offenders illustrates (1) the need for new, innovative programs to deal with this group, and (2) the need to identify potential repeat offenders at the time of their first offence



so that special preventative measures can be implemented at that time to reduce the likelihood of subsequent offences.

**Figure 13**  
**Drivers Suspended for Impaired Driving**  
**According to the Number of Convictions**



Ontario, 1992



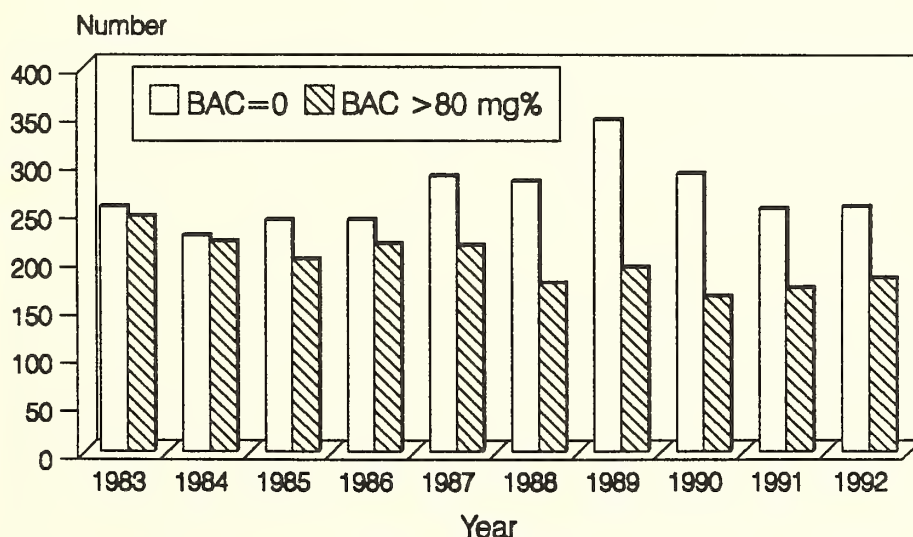
## 6.0 TRENDS IN DRINKING AND DRIVING IN ONTARIO

In order to assess progress and to adjust programs to reflect the changing complexion of the impaired driving problem, it is necessary to examine the current magnitude of the problem in relation to that in previous years. The purpose of this section is to examine trends in drinking and driving in Ontario over the past several years using various indicators of the problem.

### 6.1 Drinking Driver Fatalities

As indicated previously, one of the most reliable and valid indicators of the magnitude of the alcohol-crash problem is the extent of alcohol use among driver fatalities. These data have been collected routinely in Canada since 1973.

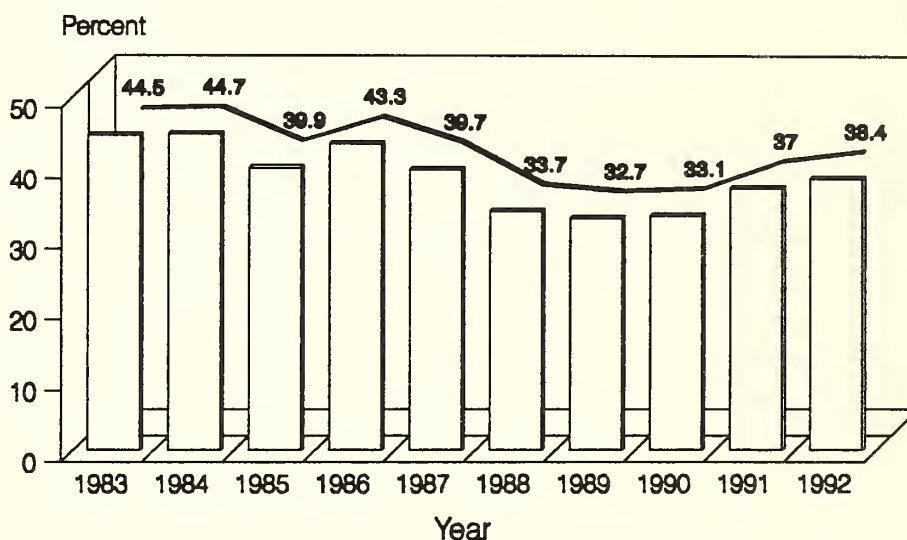
**Figure 14**  
**Trends in the Number of Non-drinking and Impaired Driver Fatalities**



Ontario, 1983-1992

Figure 14 displays the number of nondrinking (i.e., BAC=0) driver fatalities and those with BACs in excess of the legal limit (i.e., BAC over 80 mg%) in Ontario from 1983 through 1992 (see also Table 10). From 1983 to 1990, the number of driver fatalities with illegal BACs decreased 34% -- from 244 in 1983 to 161 in 1990. This is in contrast to the 35% *increase* in the number of nondrinking driver fatalities from 1983 to 1989. In 1991 and again in 1992, the number of impaired driver fatalities rose slightly -- to 170 in 1991 and 179 in 1992 -- while the number of nondrinking driver fatalities has decreased by 12% -- from 288 in 1990 to 254 in 1992.

**Figure 15**  
**Trends in the Percent of Impaired Driver Fatalities**



Ontario, 1983-1992

The percent of driver fatalities with a BAC in excess of the legal limit (i.e., over 80 mg%) has typically been used as a key indicator of the magnitude of the alcohol (fatal) crash problem. This index is shown in Figure 15. From 1983 to 1989 this index decreased from 44.5% to 32.7%. Since 1989, however, the percent of impaired driver fatalities has increased, reaching 38.4% in 1992.



The decreases in both the number and percent of impaired driver fatalities over the past decade are evidence of the substantial progress that has been made in reducing the magnitude of the alcohol-crash problem in Ontario. The increases in both these indicators over the past two years, however, warrant attention. Although the increases have been relatively small, they may signal a reversal of a long-standing trend downward. The reasons for the increase are as yet unclear. In any event, it is perhaps time to redouble efforts to prevent any further increase in problem.

## 6.2 Drinking Drivers Involved in Crashes

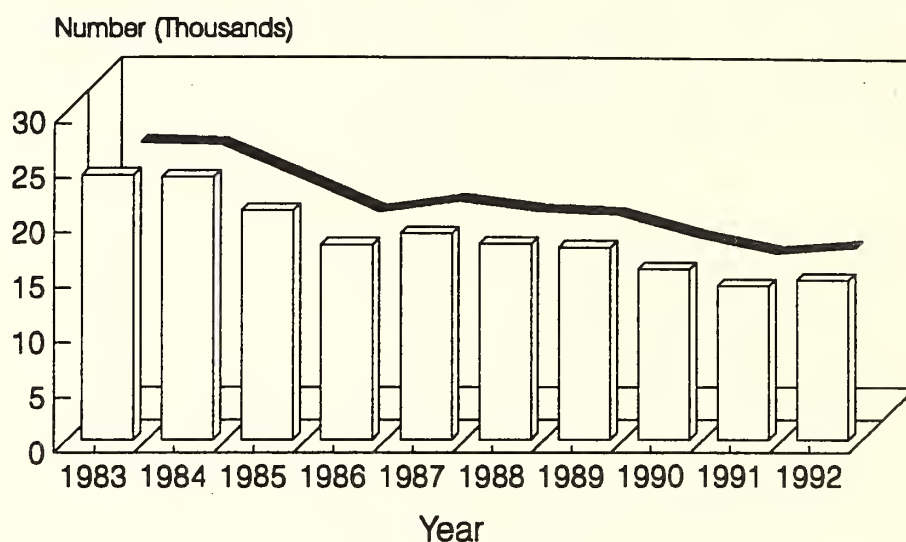
As indicated in Section 4.0, data on police-reported alcohol use by drivers involved in collisions provide a comprehensive picture of the magnitude of the drinking and driving problem in Ontario. This section examines trends in these data over the past decade.

Figure 16 displays the total number of crash-involved drinking drivers from 1983 through 1992 (see also Table 11). Over this ten-year period, the total number of crash-involved drinking drivers declined from 24,103 in 1983 to 14,536 in 1992 -- **a 40% decrease!**

Despite the large decreases in the number of crash-involved drinking drivers apparent over the past decade, 1992 marked the first time since 1987 that there was an increase in the number of drinking drivers involved in crashes in Ontario. In 1992, there were 524 more drinking drivers involved in crashes than in 1991. This represents an increase of about 4%.

This increase in the number of drinking drivers involved in crashes is consistent with that among fatally injured drivers noted in Section 6.1 above and provides another indication of a reversal in the long-standing downward trend. Data from subsequent years, however, are necessary to determine whether the data from 1992 represent the beginning of an upward cycle in drinking-driving or merely a slight variation from the more prominent downward trend.

**Figure 16**  
**Trends in the Number of Drinking Drivers**  
**Involved in Crashes**



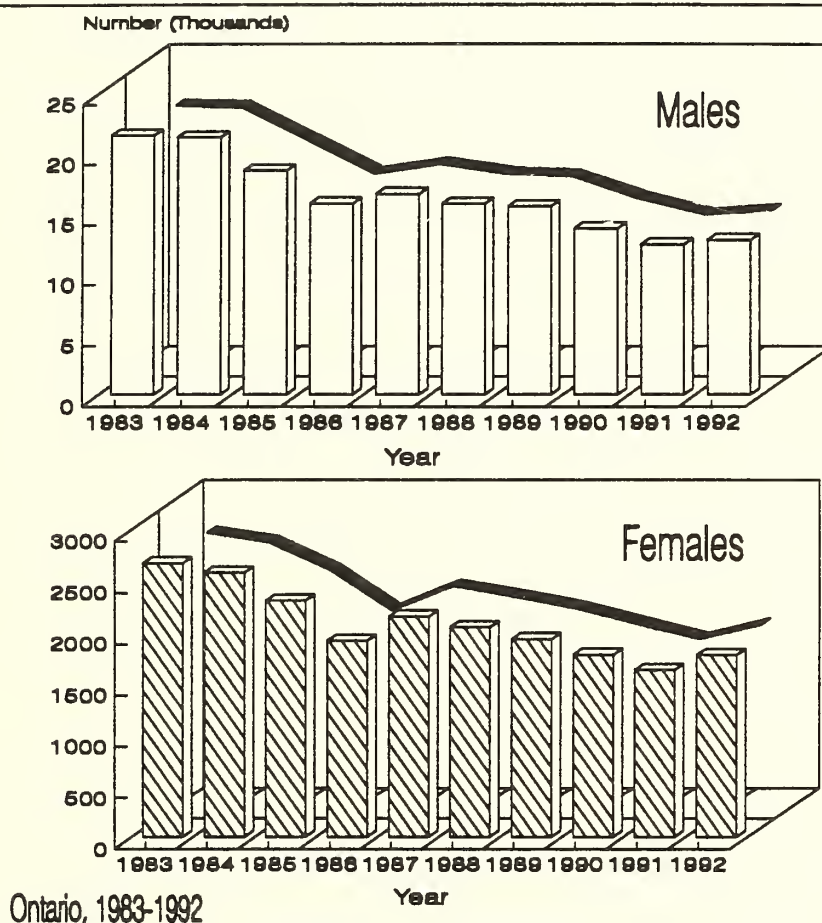
Ontario, 1983-1992

♦ **Sex of Driver.** Figure 17 displays the number of crash-involved drinking drivers from 1983 to 1992, separately for males and females. The decrease was greater for male crash-involved drinking drivers (a 40% decline) than for females (33%). There was a small increase in the numbers of both male and female drinking drivers involved in crashes in 1992.

Drinking and driving continues to be a predominantly male problem. Accordingly, most countermeasure initiatives over the past decade have been primarily targeted at male drinking drivers. The increased number of fatally injured female drinking drivers (see Section 6.1) and the slower rate of decline in female drinking drivers involved in crashes over the past decade suggests that special countermeasure initiatives could be developed that are targeted at women who drive after drinking.

# Figure 17

## Number of Male and Female Drinking Drivers Involved in Crashes

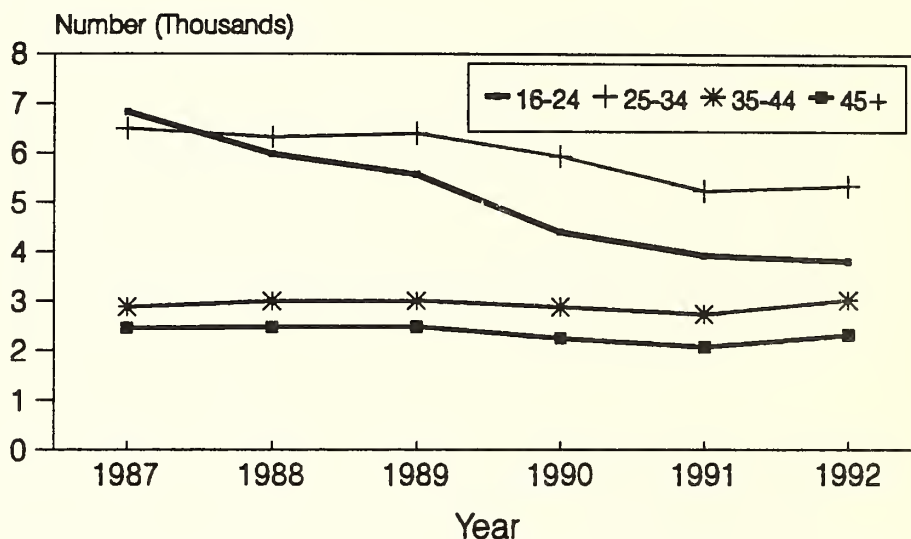


♦ **Driver Age.** The overall decline in drinking and driving has not been consistent across age groups. Figure 18 displays the number of drinking drivers involved in crashes separately for four age groups of drivers from 1987 through 1992. The largest decrease (44%) is evident among drivers aged 16 to 24. This was also the only age group to show a decrease from 1991 to 1992.

Drinking drivers between 25 and 34 years of age decreased their involvement in crashes by 18% over the period shown. Among drinking drivers age 45 and over

there was a 5.5% decrease. Drinking drivers aged 35 to 44 actually increased their involvement in crashes by 5%.

**Figure 18**  
**Trends in Drinking Drivers Involved in Crashes According to Driver Age**



Ontario, 1987-1992

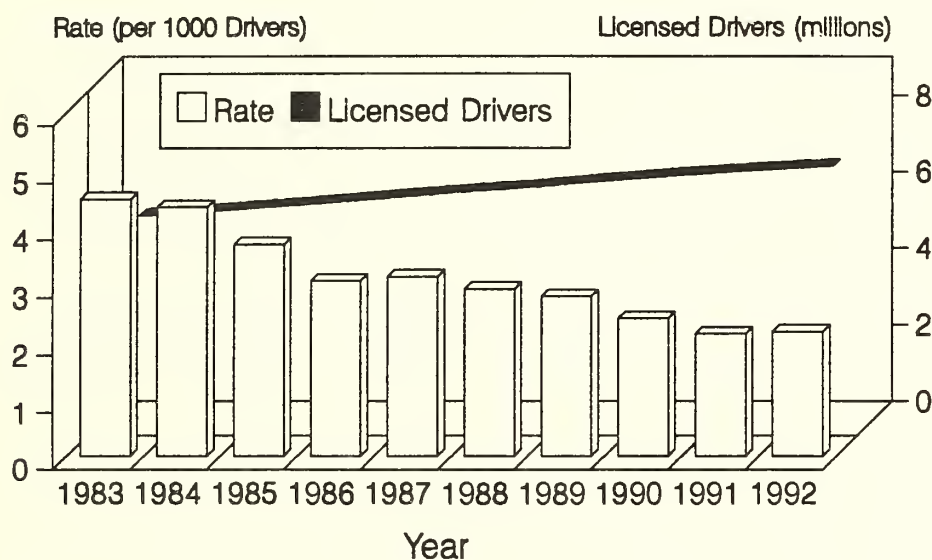
These findings suggest that countermeasure initiatives during the past several years have had the greatest impact on young drivers. Nevertheless, drivers age 25 to 34 comprise the largest group of drinking drivers involved in crashes; drivers age 16 to 24 rank second. Both these groups should remain as targets for countermeasure initiatives. Drivers age 35 to 44 have become increasingly more involved in crashes as drinking drivers and, therefore, should be the target of special countermeasure programs.

♦ **Drinking driver crash rates.** Figure 19 presents the number of crash-involved drinking drivers per 1,000 licensed drivers (represented by the bars), from 1983 through 1992. During this period, the number of licensed drivers in Ontario (represented by the line) increased by 24%, from 5.4 million in 1983 to 6.7 million in 1992. At the same time, as shown previously in Figure 16,



the number of crash-involved drinking drivers declined by 40%. When these two opposing trends are combined, they produce a drinking driver crash rate that has fallen by 52%, from 4.48 per 1,000 drivers in 1983 to 2.17 in 1992 (see Table 12).

**Figure 19**  
**Trends in the Number of Drinking Drivers Involved in Crashes per 1,000 Licensed Drivers**



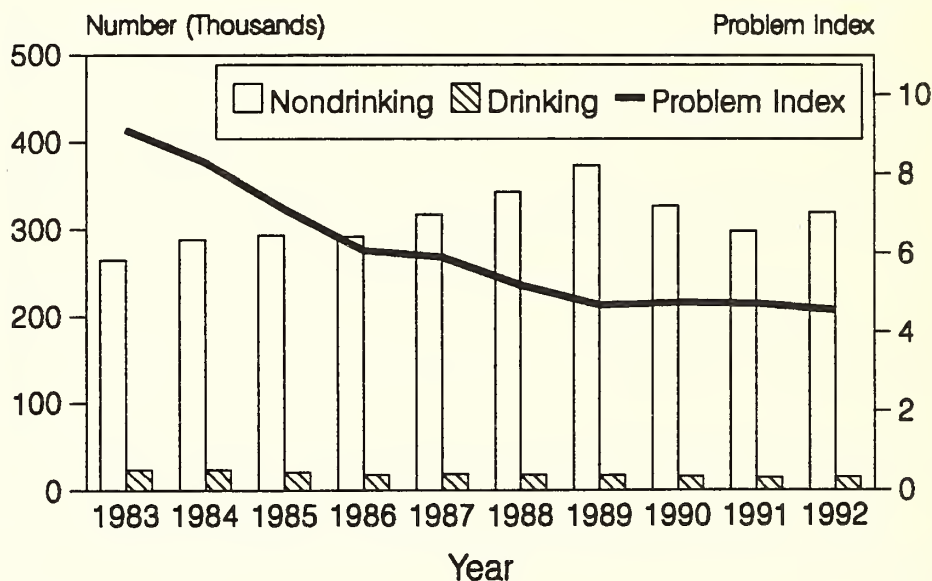
Ontario, 1983-1992

There was a slight increase in the drinking-driver crash rate, from 2.13 in 1991 to 2.17 in 1992. This is consistent with the small increase in the number of drinking-drivers involved in crashes in 1992. By controlling for the number of licensed drivers each year, the drinking driver crash rate demonstrates that the increase in drinking drivers involved in crashes in 1992 is not merely a result of there being more drivers in Ontario. More drivers are becoming involved more often in crashes after drinking.

♦ **The Problem Index.** Figure 20 presents the annual number of crash-involved drinking and nondrinking drivers and the ratio of these two values -- i.e., the Problem Index -- from 1983 through 1992. Figures 16 and 19 showed

substantial decreases in both the number and rate of drinking drivers involved in crashes over the past 10 years. A different pattern, however, occurs for *nondrinking* drivers. For example, from 1983 to 1989 the number of nondrinking drivers involved in crashes actually *increased* by 41% (from 264,795 to 373,655). Thus, the decrease in crash-involved drinking drivers must be viewed against a backdrop of an increase in the number of crashes involving drivers who were not drinking. When these two opposite trends are combined, they produce the dramatic decrease in the Problem Index shown in Figure 20. This indicates that drinking drivers became a much smaller part of the overall road crash problem in Ontario.

**Figure 20**  
**Trends in the Number of Drinking and Nondrinking Drivers Involved in Crashes and the Problem Index**



Ontario, 1983-1992

From 1990 to 1992, however, a somewhat different pattern occurred. In contrast to previous years, the number of crash-involved nondrinking drivers decreased while there have been relatively small changes in the number of drinking drivers involved in crashes. As a result, the Problem Index remained relatively stable

suggesting that there has been little or no improvement in the problem over the past several years.

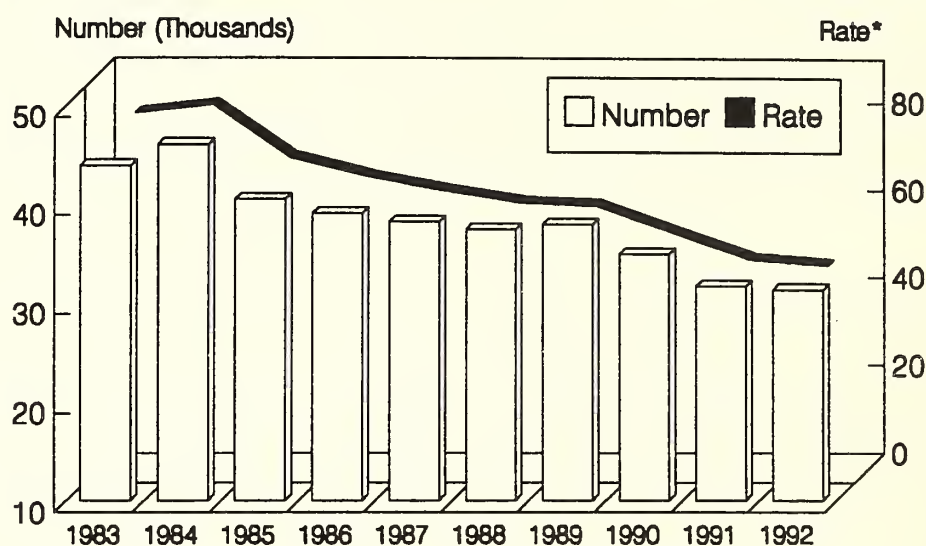
The pattern of change in the Problem Index over the past decade indicates that the most significant changes in the magnitude of the alcohol-crash problem occurred during the mid- to late-1980s. Since then, the rate of improvement in the problem has waned. This suggests that countermeasure efforts need to be maintained. Moreover innovative, targeted programs should be developed to re-establish a strong downward trend.

### 6.3 Impaired Driving Charges

The number of persons charged with impaired driving offences each year is another indicator of trends in drinking-driving problems. Although these data do not provide an index of the prevalence of impaired driving, they do reflect the number of times a police officer arrests and charges a driver with an impaired driving offence.

Figure 21 presents these data for Ontario from 1983 through 1992 (see also Table 13). Also included is the rate (i.e., the number of persons charged per 10,000 licensed drivers, represented by the line). Between 1983 and 1984, the number of persons charged with impaired driving in Ontario actually increased slightly, from 44,882 in 1983 to 46,045 in 1984. Since 1984, however, the number of persons charged has declined by 32%, reaching a low of 31,292 in 1992. The charge rate shows a very similar pattern -- a slight increase from 1983 to 1984 followed by a 44% decrease, from 83.5 charges per 10,000 licensed drivers in 1984 to 46.8 in 1992.

**Figure 21**  
**Trends in the Number and Rate of Charges for Impaired Driving Offences**



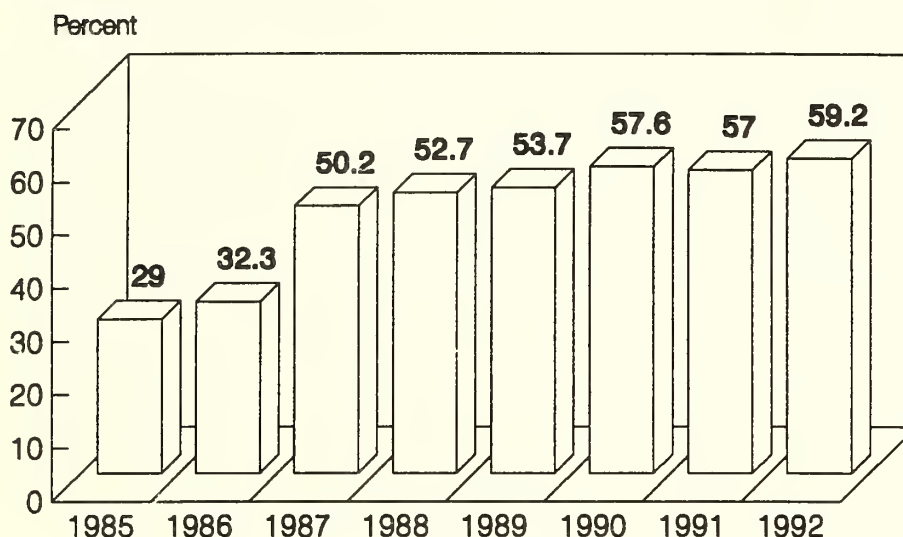
\* Charges per 10,000 licensed drivers

Interpreting changes in these data is not without problems. First, law enforcement statistics do not measure the frequency of impaired driving behaviour, a task for which roadside surveys are better suited. Second, enforcement practices may have a profound effect on the number of persons who are charged. Caution is urged in interpreting the meaning of changes in charge statistics.

◆ **Repeat Offenders.** Data on the number of drivers in Ontario who receive a suspension for a second or subsequent impaired driving conviction are provided in the Ontario Road Safety Annual Report. Figure 22 shows the percent of suspensions for impaired driving convictions in Ontario that were for a second or subsequent offence from 1985 through 1992.



**Figure 22**  
**Trends in the Percent of Licence Suspensions Issued for a Repeat Impaired Driving Offence**



Ontario, 1985-1991

It is apparent that repeat offenders are comprising an increasing proportion of convicted impaired drivers in Ontario. In 1992, almost 6 out of every ten suspensions for impaired driving were for a repeat offence -- twice as high as the 29% in 1985. New countermeasure initiatives are urgently needed to deal effectively with convicted offenders to prevent repeat offences.

On the other hand, the decrease in the total number of persons charged and the increase in the proportion of repeat offenders means there have been decreases in both the number and proportion of first-time offenders. This finding suggests that countermeasure initiatives are effectively preventing drinking and driving among persons who have never been convicted of an impaired driving offence.



## 7.0 SUMMARY AND FUTURE DIRECTIONS

### 7.1 Summary

It is apparent from the data presented in this edition of the Statistical Yearbook that substantial progress has been made in terms of reducing the alcohol-crash problem in Ontario. For example, over the past decade:

- ◆ the number of impaired driver fatalities decreased from 244 to 179;
- ◆ the number of drinking drivers involved in crashes decreased by 40%; and
- ◆ the number of persons charged with an impaired driving offence decreased by 32%.

These data provide evidence of the success of collective countermeasure efforts -- e.g., community-based initiatives, public information and education campaigns, and enforcement programs. At the same time, however, several measures indicate that the rate of improvement in the drinking-driving problem has slowed. In fact, two leading indicators -- the number of drinking drivers involved in crashes and the number of fatally injured impaired drivers -- have shown increases in recent years. It is too soon to determine, however, whether these increases represent mere fluctuations in the year-to-year data or the reversal of the longer-term downward trend. Nevertheless, they should not be treated lightly. These increases signal the need for continued countermeasure efforts and new, innovative programs to prevent the gains of the previous decade from eroding.

While the long-term trends in the data provide reason for optimism, they also provide the rationale for continued concern. Despite the successes over the past decade, the problem that remains is one of substantial magnitude. For example, in 1992:

- ◆ 46% of fatally injured drivers had been drinking;
- ◆ 14,536 drinking drivers were involved in crashes; and
- ◆ 31,295 persons were charged with an impaired driving offence.

In the past, estimates of the extent of alcohol involvement in fatal crashes were derived from data on alcohol use by fatally injured drivers. This year, a special study was undertaken to answer persistent questions about the number of all persons killed (drivers, passengers, and pedestrian) in alcohol-related motor vehicle crashes in Ontario. This study determined that 44% of all motor vehicle fatalities involved alcohol. In total, *568 persons died in alcohol-related crashes in 1992.*

In addition to the well-documented incidence of alcohol use among driver fatalities, this study determined that alcohol was involved in a substantial proportion of passenger and pedestrian fatalities. Just over one-third of fatally injured passengers died in a crash involving a drinking driver. Among fatally injured pedestrians, 41% involved alcohol use by either the pedestrian or the driver that struck them.

The alcohol-crash problem is also not confined to the roadway. In examining snowmobile and ATV fatalities, it was found that 74% involved a drinking driver. This is well above the incidence of alcohol use among fatally-injured drivers of highway vehicles (46%).

## 7.2 Future Directions

In addition to illustrating the trends and magnitude of the drinking-driving problem in Ontario, the data presented in the Statistical Yearbook also provide a means to reassess strategies and tactics and to direct countermeasure efforts more efficiently.

In this context, drinking-driving countermeasure initiatives over the past decade have largely been targeted at the general public -- the social drinker who might occasionally drive after drinking. Education and enforcement programs have undoubtedly played a role in the substantial reductions in the magnitude of the alcohol-crash problem. It has been suggested that the greatest reductions in the problem witnessed during the 1980s were among those most accepting of the message, those easiest to change. At the same time, there is growing recognition that the drinking-driving problem is becoming more and more



concentrated among a high-risk group of individuals, many of whom are heavy drinkers who drive repeatedly after consuming large amounts of alcohol. This "hard core" group of offenders is the major challenge for drinking-driving countermeasure initiatives in the coming decade.

Other groups identified for special countermeasure initiatives include:

- ◆ females;
- ◆ vehicle passengers; and
- ◆ operators of snowmobiles and ATVs.

Identifying these groups for special countermeasure initiatives is in no way meant to detract from current and ongoing programs. Indeed, the recent increases in drinking-driver crashes documented in this edition of the Statistical Yearbook highlight the need to increase present efforts to prevent further increases and to reestablish the downward trend of the past decade.

## SOURCES OF MORE INFORMATION

*Readers wishing more information on drinking and driving may either contact the Drinking/Driving Countermeasures Office or refer to publications listed below.*

### CONTACT:

Drinking/Driving Countermeasures Office  
Ministry of the Attorney General  
720 Bay Street, 3rd Floor  
Toronto, Ontario  
M5G 2K1  
Tel: (416) 326-4408

## REFERENCES

### \*\*\* Ontario Road Safety Annual Report

**Source:** Ministry of Transportation  
Transportation Regulation Development Branch  
Road User Safety Office  
West Building  
1201 Wilson Avenue  
Downsview, Ontario  
M3M 1J8  
Tel: (416) 235-3585

### \*\*\* Impaired Driving Statistics, 1992

*Juristat Service Bulletin*, Vol. 14, No. 5, January, 1994.  
(Catalogue 85-002)

**Source:** Statistics Canada

*This and other Statistics Canada publications may be purchased from local authorized and other community bookstores, through local Statistics Canada offices, or by mail order to Publication Sales and Services, Ottawa, K1A 0T6.*

### \*\*\* Alcohol Use By Persons Fatally Injured in Motor Vehicle Accidents: Canada, 1991 (Publication No. TP- 010928E)

**Source:** Road Safety and Motor Vehicle Regulation Directorate  
Transport Canada  
Canada Building  
344 Slater Street  
Ottawa, Ontario  
K1A 0N5

**\*\*\* The Role of Alcohol in Fatal Traffic Crashes  
British Columbia, 1985-1986**

A.C. Donelson, D.J. Beirness, G.C. Haas and P.J. Walsh  
Traffic Injury Research Foundation, 1989

**Source:** Traffic Injury Research Foundation  
171 Nepean Street  
Ottawa, Ontario  
K2P 0B4

**\*\*\* The Hard Core Drinking Driver**

H.M. Simpson and D.R. Mayhew  
Traffic Injury Research Foundation, 1991

**Source:** Traffic Injury Research Foundation  
171 Nepean Street  
Ottawa, Ontario  
K2P 0B4

**\*\*\* Legislative Issues Related to Drinking and Driving  
Impaired Driving Report No. 2**

A.C. Donelson and D.J. Beirness  
Traffic Injury Research Foundation, 1985

**Source:** Department of Justice Canada  
Policy, Programs and Research Branch  
Kent and Wellington Streets  
Ottawa, Ontario  
K2M 1N6





## **APPENDIX A**

### **DRINKING AND DRIVING IN ONTARIO**

#### **1992 STATISTICS**



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TABLE 1  
ALCOHOL USE AMONG DRIVER FATALITIES\*  
ONTARIO, 1992

Category of Drivers	Number of Drivers**	Number Tested for BAC	Positive BAC	BAC >80mg%	Drivers Grouped By BAC (mg%)				
					Zero	1-49	50-80	81-150	>150
Age									
16-18	29	24	12	9	12	1	2	3	6
19-24	111	106	49	38	57	5	6	12	26
25-34	136	125	75	64	50	9	2	13	51
35-44	90	80	45	40	35	3	2	10	30
45-54	61	54	20	17	34	2	1	1	16
55-64	34	26	5	3	21	1	1	0	3
65+	67	51	9	8	42	1	0	1	7
Sex									
Male	414	372	184	160	188	13	11	36	124
Female	114	94	31	19	63	9	3	4	15
Type of Vehicle									
Automobile	400	349	155	124	194	19	12	30	94
Motorcycle	40	39	20	17	19	2	1	5	12
Truck / Van	84	74	39	38	35	0	1	5	33
Tractor-Trailer	4	4	1	0	3	1	0	0	0
Type of Collision									
Single-Vehicle	239	202	132	121	70	5	6	20	101
Multiple-Vehicle	289	264	83	58	181	17	8	20	38
Total									
(% of tested)	528	466	215	179	251	22	14	40	139
			(46.1)	(38.4)	(53.9)	(4.7)	(3.0)	(8.6)	(29.8)

\* Source: Fatality Database, Traffic Injury Research Foundation of Canada.  
(Data obtained with the cooperation and assistance of the Office of Chief Coroner for Ontario and the Ministry of Transportation. TIRF's Fatality Database is jointly sponsored by the Canadian Council of Motor Transport Administrators and Transport Canada.)

\*\* Preliminary data



TABLE 2

**ALCOHOL USE AMONG MOTOR VEHICLE FATALITIES\***  
**ONTARIO, 1992**

<b>Victim Type</b>	<b>Number</b>	<b>%</b>	<b>Alcohol Use Known</b>		<b>No Alcohol</b>		<b>Alcohol Involved</b>
			<b>Number</b>	<b>% Known</b>	<b>Number</b>	<b>% Known</b>	<b>Number</b> <b>% Known</b>
<b>Driver/Operator</b>	764	59.2	618	80.9	321	51.9	297 48.1
<b>Passenger</b>	340	26.3	276	81.2	175	63.4	101 36.6
<b>Pedestrian</b>	187	14.5	146	78.1	86	58.9	60 41.1
<b>Vehicle Type</b>							
<b>Automobiles</b>	770	59.6	631	81.9	362	57.4	269 42.6
<b>Lt. Trucks/Vans</b>	137	10.6	110	80.3	53	48.2	57 51.8
<b>Motorcycles</b>	56	4.3	53	94.6	25	47.2	28 52.8
<b>Other Hwy. Veh.</b>	28	2.2	21	75.0	14	66.7	7 33.3
<b>Snowmobiles</b>	40	3.1	34	85.0	8	23.5	26 76.5
<b>Bicycles</b>	31	2.4	24	77.4	17	70.8	7 29.2
<b>ATVs</b>	5	0.4	3	60.0	2	66.7	1 33.3
<b>Other Vehicles</b>	37	2.9	18	48.6	15	83.3	3 16.7
<b>(Pedestrians)</b>	187	14.5	146	78.1	86	58.9	60 41.1
<b>Age</b>							
<b>&lt; 16</b>	96	7.4	78	81.3	58	74.4	20 25.6
<b>16 - 18</b>	90	7.0	70	77.8	38	54.3	32 45.7
<b>19 - 24</b>	226	17.5	191	84.5	82	42.9	109 57.1
<b>25 - 34</b>	256	19.8	218	85.2	81	37.2	137 62.8
<b>35 - 44</b>	180	13.9	152	84.4	73	48.0	79 52.0
<b>45 - 54</b>	130	10.1	107	82.3	64	59.8	43 40.2
<b>55 - 64</b>	94	7.3	65	69.1	47	72.3	18 27.7
<b>65 - 74</b>	107	8.3	76	71.0	61	80.3	15 19.7
<b>75 +</b>	112	8.7	83	74.1	78	94.0	5 6.0
<b>Sex</b>							
<b>Male</b>	905	70.1	720	79.6	349	48.5	371 51.5
<b>Female</b>	386	29.9	320	82.9	233	72.8	87 27.2
<b>Total</b>	<b>1291</b>	<b>100</b>	<b>1040</b>	<b>80.6</b>	<b>582</b>	<b>56.0</b>	<b>458 44.0</b>

\* Source: Fatality Database, Traffic Injury Research Foundation of Canada.

(Data obtained with the cooperation and assistance of the Office of Chief Coroner for Ontario and the Ministry of Transportation. TIRF's Fatality Database is jointly sponsored by the Canadian Council of Motor Transport Administrators and Transport Canada.)

TABLE 3  
ALCOHOL INVOLVEMENT IN  
SNOWMOBILE AND ATV FATALITIES

Victim Type	Number	%	Alcohol Use Known Number	% Known	No Alcohol Number	% Known	Alcohol Involved Number	% Known
Driver/Operator	38	82.6	31	81.6	6	19.4	25	80.6
Passenger	7	15.2	6	85.7	4	66.7	2	33.3
Pedestrian	1	2.2	1	100.0	0	0.0	1	100.0

Age	Number	%	Alcohol Use Known Number	% Known	No Alcohol Number	% Known	Alcohol Involved Number	% Known
< 16	3	6.5	2	66.7	1	50.0	1	50.0
16 - 18	6	13.0	4	66.7	4	100.0	0	0.0
19 - 24	7	15.2	6	85.7	1	16.7	5	83.3
25 - 34	20	43.5	18	90.0	3	16.7	15	83.3
35 - 44	6	13.0	5	83.3	0	0.0	5	100.0
45 - 54	2	4.3	1	50.0	0	0.0	1	100.0
55 +	2	4.3	2	100.0	1	50.0	1	50.0

Sex	Number	%	Alcohol Use Known Number	% Known	No Alcohol Number	% Known	Alcohol Involved Number	% Known
Male	42	91.3	35	83.3	9	25.7	26	74.3
Female	4	8.7	3	75.0	1	33.3	2	66.7

Total	Number	%	Alcohol Use Known Number	% Known	No Alcohol Number	% Known	Alcohol Involved Number	% Known
	46	100	38	82.6	10	26.3	28	73.7

\* Source: Fatality Database, Traffic Injury Research Foundation of Canada.  
(Data obtained with the cooperation and assistance of the Office of Chief Coroner for Ontario and the Ministry of Transportation. TIRF's Fatality Database is jointly sponsored by the Canadian Council of Motor Transport Administrators and Transport Canada.)



TABLE 4. AGE OF DRIVERS INVOLVED IN TRAFFIC CRASHES: ONTARIO, 1992

Sex and Age	Property Damage			Personal Injury			Fatal			All Crashes			
	HBD	IMP	NOR TOTAL	HBD	IMP	NOR TOTAL	HBD	IMP	NOR TOTAL	HBD	IMP	NOR TOTAL	
Male													
0-15	19	3	95	117	6	0	19	25	0	0	3	114	142
16-18	201	103	10065	10369	150	62	3588	3800	8	9	174	13682	14215
19-24	1017	544	25605	27166	718	465	9215	10398	24	52	1061	34943	37763
25-34	1374	1248	47428	50050	985	971	15780	17736	23	76	2295	63401	68078
35-44	701	785	33298	34784	528	549	11266	12343	12	37	1371	44719	47331
45-54	333	406	20828	21567	192	256	7173	7621	7	19	681	28099	29312
55-64	161	174	12877	13212	108	124	4713	4945	1	4	302	17670	18242
65+	111	86	10066	10263	53	47	3656	3756	4	4	137	13786	14091
Total	3917	3349	160262	167528	2740	2474	55410	60624	79	201	6024	216414	229174
Female													
0-15	0	0	0	0	0	0	0	0	0	0	0	0	0
16-18	34	11	5636	5681	30	7	2193	2230	2	2	20	7845	7931
19-24	143	47	12360	12550	123	57	5030	5210	5	4	108	17431	17810
25-34	185	186	21025	21396	144	139	8453	8736	0	8	333	29543	30205
35-44	125	122	16431	16678	72	86	6776	6934	3	9	217	23256	23673
45-54	41	41	8928	9010	38	28	3780	3846	1	1	70	12741	12891
55-64	21	16	4603	4640	9	8	1903	1920	0	0	24	6523	6577
65+	13	7	4226	4246	6	2	1708	1716	0	0	9	5955	5983
Total	562	430	73209	74201	422	327	29843	30592	11	24	781	103294	105070
Both Sexes													
0-15	19	3	95	117	6	0	19	25	0	0	3	114	142
16-18	235	114	15701	16050	180	69	5781	6030	10	11	194	21527	22146
19-24	1160	591	37965	39716	841	522	14245	15608	29	56	1169	52374	55573
25-34	1559	1434	68453	71446	1129	1110	24233	26472	23	84	2628	92944	98283
35-44	826	907	49729	51462	600	635	18042	19277	15	46	1588	67975	71004
45-54	374	447	29756	30577	230	284	10953	11467	8	20	751	40840	42203
55-64	182	190	17480	17852	117	132	6616	6865	1	4	300	24193	24819
65+	124	93	14292	14509	59	49	5364	5472	4	4	146	19741	20074
Total	4479	3779	233471	241729	3162	2801	85253	91216	90	225	6805	319708	334244



**TABLE 5**  
**AGE AND SEX OF DRIVERS IN LICENSED AND CRASH-INVOLVED POPULATIONS**  
**ONTARIO, 1992**

AGE & SEX	No. of Drivers Licensed	% of Licensed Drivers	Crash-Involved HBD	% of Drivers HBD	Crash-Involved IMP	% of Drivers IMP	Crash-Involved NOR	% of Drivers NOR	Crash-Involved TOTAL	% of Drivers TOTAL
Male										
16-18	114663	3.1%	359	5.3%	174	2.9%	13682	6.3%	14215	6.2%
19-24	394188	10.8%	1759	26.2%	1061	17.6%	34943	16.2%	37763	16.5%
25-34	889650	24.4%	2382	35.5%	2295	38.1%	63401	29.3%	68078	29.7%
35-44	803476	22.0%	1241	18.5%	1371	22.8%	44719	20.7%	47331	20.7%
45-54	588286	16.1%	532	7.9%	681	11.3%	28099	13.0%	29312	12.8%
55-64	428732	11.8%	270	4.0%	302	5.0%	17670	8.2%	18242	8.0%
65+	425386	11.7%	168	2.5%	137	2.3%	13786	6.4%	14091	6.2%
Total	3644381	100%	6711	100%	6021	100%	216300	100%	229032	100%
Female										
16-18	95757	3.1%	66	6.6%	20	2.6%	7845	7.6%	7931	7.5%
19-24	333784	11.0%	271	27.2%	108	13.8%	17431	16.9%	17810	17.0%
25-34	775783	25.5%	329	33.1%	333	42.6%	29543	28.6%	30205	28.7%
35-44	725250	23.8%	200	20.1%	217	27.8%	23256	22.5%	23673	22.5%
45-54	494597	16.2%	80	8.0%	70	9.0%	12741	12.3%	12891	12.3%
55-64	317027	10.4%	30	3.0%	24	3.1%	6523	6.3%	6577	6.3%
65+	302182	9.9%	19	1.9%	9	1.2%	5955	5.8%	5983	5.7%
Total	3044380	100%	995	100%	781	100%	103294	100%	105070	100%
Both Sexes										
16-18	210420	3.1%	425	5.5%	194	2.9%	21527	6.7%	22146	6.6%
19-24	727972	10.9%	2030	26.3%	1169	17.2%	52374	16.4%	55573	16.6%
25-34	1665433	24.9%	2711	35.2%	2628	38.6%	92944	29.1%	98283	29.4%
35-44	1528726	22.9%	1441	18.7%	1588	23.3%	67975	21.3%	71004	21.3%
45-54	1082883	16.2%	612	7.9%	751	11.0%	40840	12.8%	42203	12.6%
55-64	745759	11.1%	300	3.9%	326	4.8%	24193	7.6%	24819	7.4%
65+	727568	10.9%	187	2.4%	146	2.1%	19741	6.2%	20074	6.0%
Total	6688761	100%	7706	100%	6802	100%	319594	100%	334102	100%



TABLE 6

**CRASH INVOLVEMENT BY AGE AND SEX OF LICENSED DRIVERS:  
Number and Rate (per 1,000 Licensed Drivers)  
ONTARIO, 1992**

AGE & SEX	No. of Drivers Licensed	Crash- Involved HBD Rate	Crash- Involved IMP Rate	Crash- Involved NOR Rate	Crash- Involved TOTAL Rate
<b>Male</b>					
16-18	114663	359 3.13	174 1.52	13682 119.32	14215 123.97
19-24	394188	1759 4.46	1061 2.69	34943 88.65	37763 95.80
25-34	889650	2382 2.68	2295 2.58	63401 71.27	68078 76.52
35-44	803476	1241 1.54	1371 1.71	44719 55.66	47331 58.91
45-54	588286	532 0.90	681 1.16	28099 47.76	29312 49.83
55-64	428732	270 0.63	302 0.70	17670 41.21	18242 42.55
65+	425386	168 0.39	137 0.32	13786 32.41	14091 33.13
<b>Total</b>	<b>3644381</b>	<b>6711 1.84</b>	<b>6021 1.65</b>	<b>216300 59.35</b>	<b>229032 62.85</b>
<b>Female</b>					
16-18	95757	66 0.69	20 0.21	7845 81.93	7931 82.82
19-24	333784	271 0.81	108 0.32	17431 52.22	17810 53.36
25-34	775783	329 0.42	333 0.43	29543 38.08	30205 38.93
35-44	725250	200 0.28	217 0.30	23256 32.07	23673 32.64
45-54	494597	80 0.16	70 0.14	12741 25.76	12891 26.06
55-64	317027	30 0.09	24 0.08	6523 20.58	6577 20.75
65+	302182	19 0.06	9 0.03	5955 19.71	5983 19.80
<b>Total</b>	<b>3044380</b>	<b>995 0.33</b>	<b>781 0.26</b>	<b>103294 33.93</b>	<b>105070 34.51</b>
<b>Both Sexes</b>					
16-18	210420	425 2.02	194 0.92	21527 102.30	22146 105.25
19-24	727972	2030 2.79	1169 1.61	52374 71.95	55573 76.34
25-34	1665433	2711 1.63	2628 1.58	92944 55.81	98283 59.01
35-44	1528726	1441 0.94	1588 1.04	67975 44.47	71004 46.45
45-54	1082883	612 0.57	751 0.69	40840 37.71	42203 38.97
55-64	745759	300 0.40	326 0.44	24193 32.44	24819 33.28
65+	727568	187 0.26	146 0.20	19741 27.13	20074 27.59
<b>Total</b>	<b>6688761</b>	<b>7706 1.15</b>	<b>6802 1.02</b>	<b>319594 47.78</b>	<b>334102 49.95</b>

TABLE 7. DRIVERS IN TRAFFIC CRASHES: MONTH OF YEAR - ONTARIO, 1992

Month of Year	Property Damage				Personal Injury				Fatal				All Crashes			
	HBD	IMP	NOR	TOTAL	HBD	IMP	NOR	TOTAL	HBD	IMP	NOR	TOTAL	HBD	IMP	NOR	TOTAL
January	330	232	24577	25139	198	192	7110	7500	4	12	106	122	532	436	31793	32761
February	355	286	19882	20523	193	194	6454	6841	10	15	67	92	558	495	26403	27456
March	376	315	17414	18105	202	196	5770	6168	5	14	50	69	583	525	23234	24342
April	296	312	15223	15831	251	243	5524	6018	8	16	55	79	555	571	20802	21928
May	402	351	16908	17661	325	282	7014	7621	7	24	74	105	734	657	23996	25387
June	394	337	17024	17755	291	256	7104	7651	6	16	68	90	691	609	24196	25496
July	408	363	18910	19681	310	261	7835	8406	8	27	79	114	726	651	26824	28201
August	414	301	16688	17403	339	276	7566	8181	13	22	114	149	766	599	24368	25733
September	337	325	18129	18791	271	218	7291	7780	5	20	81	106	613	563	25501	26677
October	369	366	20188	20923	282	274	7590	8146	10	18	99	127	661	658	27877	29196
November	411	303	22163	22877	260	233	7641	8134	8	26	86	120	679	562	29890	31131
December	387	288	26365	27040	240	176	8354	8770	6	15	105	126	633	479	34824	35936
TOTAL	4479	3779	233471	241729	3162	2801	85253	91216	90	225	984	1299	7731	6805	319708	334244



TABLE 8. DRIVERS IN TRAFFIC CRASHES: DAY OF WEEK - ONTARIO, 1992

Day of Week	Property Damage			Personal Injury			Fatal			All Crashes		
	HBD	IMP	NOR	TOTAL	HBD	IMP	NOR	TOTAL	HBD	IMP	NOR	TOTAL
<b>Male</b>												
Monday	275	241	20846	21362	189	175	7301	7665	7	9	90	106
Tuesday	317	313	23556	24186	206	203	8140	8549	6	11	92	109
Wednesday	349	321	22740	23410	294	261	7759	8314	4	27	85	116
Thursday	449	382	27059	27890	315	311	8888	9514	10	21	126	157
Friday	740	615	30595	31950	457	447	10222	11126	13	36	149	198
Saturday	1032	848	21637	23517	713	633	7631	8977	25	58	118	201
Sunday	755	629	13829	15213	566	444	5469	6479	14	39	82	135
<b>Total</b>	<b>3917</b>	<b>3349</b>	<b>160262</b>	<b>167528</b>	<b>2740</b>	<b>2474</b>	<b>55410</b>	<b>60624</b>	<b>79</b>	<b>201</b>	<b>742</b>	<b>1022</b>
<b>Female</b>												
Monday	51	31	9467	9549	20	25	4089	4134	1	2	28	31
Tuesday	42	44	11236	11322	31	18	4461	4510	2	4	44	50
Wednesday	60	59	10833	10952	45	26	4252	4323	2	4	26	32
Thursday	69	60	12760	12889	45	43	4986	5074	1	2	33	36
Friday	75	63	13811	13949	77	60	5614	5751	0	5	48	53
Saturday	145	93	9345	9583	98	97	3799	3994	3	3	28	34
Sunday	120	80	5757	5957	106	58	2642	2806	2	4	35	41
<b>Total</b>	<b>562</b>	<b>430</b>	<b>73209</b>	<b>74201</b>	<b>422</b>	<b>327</b>	<b>29843</b>	<b>30592</b>	<b>11</b>	<b>24</b>	<b>242</b>	<b>277</b>
<b>Both Sexes</b>												
Monday	326	272	30313	30911	209	200	11390	11799	8	11	118	137
Tuesday	359	357	34792	35508	237	221	12601	13059	8	15	136	159
Wednesday	409	380	33573	34362	339	287	12011	12637	6	31	111	148
Thursday	518	442	39819	40779	360	354	13874	14588	11	23	159	193
Friday	815	678	44406	45899	534	507	15836	16877	13	41	197	251
Saturday	1177	941	30982	33100	811	730	11430	12971	28	61	146	235
Sunday	875	709	19586	21170	672	502	8111	9285	16	43	117	176
<b>Total</b>	<b>4479</b>	<b>3779</b>	<b>233471</b>	<b>241729</b>	<b>3162</b>	<b>2801</b>	<b>85253</b>	<b>91216</b>	<b>90</b>	<b>225</b>	<b>984</b>	<b>1299</b>
<b>All Crashes</b>												
Monday	471	425	28237	29133	189	175	7301	7665	7	9	90	106
Tuesday	529	527	31788	32844	206	203	8140	8549	6	11	92	109
Wednesday	647	609	30584	31840	294	261	7759	8314	4	27	85	116
Thursday	774	714	36073	37561	315	311	8888	9514	10	21	126	157
Friday	1210	1098	40966	43274	457	447	10222	11126	13	36	149	198
Saturday	1770	1539	29386	32695	713	633	7631	8977	25	58	118	201
Sunday	1335	1112	19380	21827	566	444	5469	6479	14	39	82	135
<b>Total</b>	<b>6736</b>	<b>6024</b>	<b>216414</b>	<b>229174</b>	<b>2740</b>	<b>2474</b>	<b>55410</b>	<b>60624</b>	<b>79</b>	<b>201</b>	<b>742</b>	<b>1022</b>
Monday	72	58	13584	13714	20	25	4089	4134	1	2	28	31
Tuesday	75	66	15741	15882	31	18	4461	4510	2	4	44	50
Wednesday	107	89	15111	15307	45	26	4252	4323	2	4	26	32
Thursday	115	105	17779	17999	45	43	4986	5074	1	2	33	36
Friday	152	128	19473	19753	77	60	5614	5751	0	5	48	53
Saturday	246	193	13172	13611	98	97	3799	3994	3	3	28	34
Sunday	228	142	8434	8804	106	58	2642	2806	2	4	35	41
<b>Total</b>	<b>995</b>	<b>781</b>	<b>103294</b>	<b>105070</b>	<b>422</b>	<b>327</b>	<b>29843</b>	<b>30592</b>	<b>11</b>	<b>24</b>	<b>242</b>	<b>277</b>
Monday	543	483	41821	42847	209	200	11390	11799	8	11	118	137
Tuesday	604	593	47529	48726	237	221	12601	13059	8	15	136	159
Wednesday	754	698	45695	47147	339	287	12011	12637	6	31	111	148
Thursday	889	819	53852	55560	360	354	13874	14588	11	23	159	193
Friday	1362	1226	60439	63027	534	507	15836	16877	13	41	197	251
Saturday	2016	1732	42558	46306	811	730	11430	12971	28	61	146	235
Sunday	1563	1254	27814	30631	672	502	8111	9285	16	43	117	176
<b>Total</b>	<b>7731</b>	<b>6805</b>	<b>319708</b>	<b>334244</b>	<b>3162</b>	<b>2801</b>	<b>85253</b>	<b>91216</b>	<b>90</b>	<b>225</b>	<b>984</b>	<b>1299</b>



Statistical Yearbook 1992



**TABLE 10**  
**ALCOHOL USE AMONG DRIVER FATALITIES\***  
**ONTARIO, 1983 - 1992**

Year	Number of Drivers	Tested for BAC # (%)	Alcohol Positive # (%)	Drivers Grouped by BAC (mg%)			
				Zero (%)**	1-80 (%)**	> 80 (%)**	
1983	595	548 (92.1)	294 (53.6)	254 (46.4)	50 (9.1)	244 (44.5)	
1984	526	488 (92.8)	264 (54.1)	224 (45.9)	46 (9.4)	218 (44.7)	
1985	536	499 (93.1)	259 (51.9)	240 (48.1)	60 (12.0)	199 (39.9)	
1986	528	497 (94.1)	257 (51.7)	240 (48.3)	42 (8.5)	215 (43.3)	
1987	610	539 (88.4)	254 (47.1)	285 (52.9)	40 (7.4)	214 (39.7)	
1988	553	520 (94.0)	240 (46.2)	280 (53.8)	65 (12.5)	175 (33.7)	
1989	640	584 (91.3)	240 (41.1)	344 (58.9)	49 (8.4)	191 (32.7)	
1990	544	486 (89.3)	198 (40.7)	288 (59.3)	37 (7.6)	161 (33.1)	
1991	528	459 (86.9)	207 (45.1)	252 (54.9)	37 (8.1)	170 (37.0)	
1992	528	466 (88.3)	215 (46.1)	251 (53.9)	36 (7.7)	179 (38.4)	

\* Source: Fatality Database, Traffic Injury Research Foundation of Canada.

(Data from Ontario obtained with the cooperation and assistance of the Office of Chief Coroner for Ontario and the Ministry of Transportation. TIRF's Fatality Database is jointly sponsored by the Canadian Council of Motor Transport Administrators and Transport Canada.)

Drivers of highway vehicles (operators of farm tractors, snowmobiles, and bicycles excluded), 16 years of age or older, dying within 6 hours of crash involvement.

\*\* Percent of drivers tested for BAC.

TABLE 11

# DRIVERS INVOLVED IN TRAFFIC CRASHES ONTARIO, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				All Crashes			
	HBD	IMP	NOR	TOTAL	HBD	IMP	NOR	TOTAL	HBD	IMP	NOR	TOTAL	HBD	IMP	NOR	TOTAL
<b>Male</b>																
1983	6811	3923	125835	136569	6653	3568	65271	75492	162	319	820	1301	13626	7810	191926	213362
1984	6822	3931	135973	146726	6465	3641	71168	81274	190	264	851	1305	13477	7836	207992	229305
1985	5302	3244	127478	136024	6041	3562	81791	91394	162	243	833	1238	11505	7049	210102	228656
1986	4370	2816	124164	131350	4869	3364	81920	90153	135	254	842	1231	9374	6434	206926	222734
1987	4562	2947	132016	139525	5005	3680	90362	99047	133	259	939	1331	9700	6886	223317	239903
1988	4800	3216	156928	164944	4271	3110	82678	90059	144	231	905	1280	9215	6557	240511	256283
1989	4861	3403	174450	182714	3769	3201	83832	90802	177	145	964	1286	8807	6749	259246	274802
1990	4203	3333	156029	163565	3206	2717	68018	73941	86	181	839	1106	7495	6231	224886	238612
1991	3684	2961	146124	152769	2906	2567	56267	61740	75	186	704	965	6665	5714	203095	215474
1992	3917	3349	160262	167528	2740	2474	55410	60624	79	201	742	1022	6736	6024	216414	229174
<b>Female</b>																
1983	888	402	46283	47573	981	362	26357	27700	14	20	229	263	1883	784	72869	75536
1984	851	438	51207	52496	869	373	28600	29842	26	18	221	265	1746	829	80028	82603
1985	680	376	48541	49597	858	351	34123	35332	17	23	218	258	1555	750	82882	85187
1986	519	332	48940	49791	688	345	35899	36932	8	23	229	260	1215	700	85068	86983
1987	542	338	53192	54072	829	396	40537	41762	18	28	277	323	1389	762	94006	96157
1988	635	371	64388	65394	644	365	38244	39253	19	13	248	280	1298	749	102880	104927
1989	591	382	74118	75091	575	355	40022	40952	14	15	269	298	1180	752	114409	116341
1990	514	419	67598	68531	488	326	34015	34829	12	21	224	257	1014	766	101837	103617
1991	484	396	65182	66062	432	288	29025	29745	13	20	233	266	929	704	94440	96073
1992	562	430	73209	74201	422	327	29843	30592	11	24	242	277	995	781	103294	105070
<b>Both Sexes</b>																
1983	7699	4325	172118	184142	7634	3930	91628	103192	176	339	1049	1564	15509	8594	264795	288898
1984	7673	4369	187180	199222	7334	4014	99768	111116	216	282	1072	1570	15223	8665	288020	311908
1985	5982	3620	176019	185621	6899	3913	115914	126726	179	266	1051	1496	13060	7799	292984	313843
1986	4889	3148	173104	181141	5557	3709	117819	127085	143	277	1071	1491	10589	7134	291994	309717
1987	5104	3285	185208	193597	5834	4076	130899	140809	151	287	1216	1654	11089	7648	317323	336060
1988	5435	3587	221316	230338	4915	3475	120922	129312	163	244	1153	1560	10513	7306	343391	361210
1989	5452	3785	248568	257805	4344	3556	123854	131754	191	160	1233	1584	9987	7501	373655	391143
1990	4717	3752	223627	232096	3694	3043	102033	108770	98	202	1063	1363	8509	6997	326723	342229
1991	4168	3357	211306	218831	3338	2855	85292	91485	88	206	937	1231	7594	6418	297535	311547
1992	4479	3779	233471	241729	3162	2801	85253	91216	90	225	984	1299	7731	6805	319708	334244

KEY: HBD -- Drivers reported by police to have been drinking

IMP -- Drivers judged by police to have their ability to drive impaired by alcohol

NOR -- Drivers whose condition was reported by police as "normal"



TABLE 12

**DRINKING DRIVERS IN TRAFFIC CRASHES:**

Annual Number, Rate Per 1,000 Population, and Rate Per 1,000 Licensed Drivers

Ontario, 1983 - 1992

Year	Number of Crash-Involved Drinking Drivers	Population of Ontario	Drinking Driver Crashes Per 1,000 Population	Number of Licensed Drivers	Drinking Driver Crashes Per 1,000 Licensed Drivers
1983	24,102	8,789,590	2.74	5,380,259	4.48
1984	23,888	8,873,010	2.69	5,513,911	4.33
1985	20,859	8,957,210	2.33	5,660,422	3.69
1986	17,723	9,113,000	1.94	5,817,799	3.05
1987	18,737	9,270,700	2.02	5,978,105	3.13
1988	17,819	9,439,600	1.89	6,118,112	2.91
1989	17,488	9,598,600	1.82	6,290,270	2.78
1990	15,506	9,743,300	1.59	6,448,883	2.40
1991	14,012	10,084,885	1.39	6,574,231	2.13
1992	14,536	10,609,800	1.37	6,688,761	2.17

TABLE 13

## PERSONS CHARGED WITH IMPAIRED DRIVING OFFENCES

Annual Number, Rate Per 10,000 Population, and Rate Per 10,000 Licensed Drivers

Ontario, 1983 - 1992

Year	Number of Persons Charged	Population of Ontario	Charges Per 10,000 Population	Number of Licensed Drivers	Charges Per 10,000 Licensed Drivers
1983	43,882	8,789,590	49.92	5,380,259	81.56
1984	46,045	8,873,010	51.89	5,513,911	83.51
1985	40,424	8,957,210	45.13	5,660,422	71.42
1986	38,994	9,113,000	42.79	5,817,799	67.03
1987	38,165	9,270,700	41.17	5,978,105	63.84
1988	37,381	9,439,600	39.60	6,118,112	61.10
1989	37,922	9,598,600	39.51	6,290,270	60.29
1990	34,913	9,743,300	35.83	6,448,883	54.14
1991	31,673	10,084,885	31.41	6,574,231	48.18
1992	31,295	10,609,800	29.50	6,688,761	46.79





## **APPENDIX B**

### **1992 STATISTICS ON DRINKING AND DRIVING:**

### **COUNTIES AND REGIONAL MUNICIPALITIES OF ONTARIO**



## STATISTICS ON DRINKING AND DRIVING: COUNTIES AND REGIONAL MUNICIPALITIES OF ONTARIO

The following pages present drinking-driving statistics for Ontario's counties and regional municipalities. In particular, the tables and figures report numbers of **crash-involved** drivers reported by police officers as "normal" (**NOR**), "had been drinking" (**HBD**), or "ability impaired by alcohol" (**IMP**). For each jurisdiction from 1983 through 1992, drivers are grouped by gender and severity of crash (*property damage, injury, fatal*).

These tables of numbers provide a detailed (not exhaustive) account of Ontario's experience during 1992. "Raw data" often yield answers to questions many people ask, for example: (1) How big is the drinking-driving problem in **my** community? (2) What percentage of drivers involved in traffic crashes have consumed alcohol? (3) Are we making progress? This report cannot provide complete answers to all these questions. Only some of the numbers are provided to indicate **what happened** -- and **what happened over time** -- to the problem of drinking and driving on a *local* level.

The *number* of drinking and normal drivers involved in traffic crashes from 1983 through 1992 are also presented graphically for each county and regional municipality. The number of *drinking drivers involved in traffic crashes* is one measure of the magnitude of the problem. The Problem Index -- i.e., the *ratio of crash-involved drinking drivers to crash-involved normal drivers* is also plotted. As discussed in Section 2, this measure of drinking-driving problems over time controls for factors (for example, economic conditions) that give rise **both** to alcohol- **and** nonalcohol-related traffic crashes -- notwithstanding programs aimed to reduce impaired-driving problems. Finally, the percentage of crash-involved drivers reported by police as normal, had been drinking (HBD), and impaired are charted for 1992.

## ALGOMA

## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	138	96	234	2070	120	83	203	834	2	5	7	12	260	184	444	2916
1984	150	78	228	2006	98	91	189	856	7	7	14	17	255	176	431	2879
1985	103	59	162	1775	109	85	194	1016	2	3	5	17	214	147	361	2808
1986	66	53	119	1499	81	50	131	914	3	8	11	21	150	111	261	2434
1987	58	49	107	1521	74	53	127	893	4	2	6	22	136	104	240	2436
1988	84	64	148	2465	73	58	131	931	1	6	7	16	158	128	286	3412
1989	76	64	140	2689	42	66	108	987	2	4	6	10	120	134	254	3686
1990	65	57	122	2212	44	51	95	895	1	2	6	10	110	110	223	3117
1991	44	47	91	1667	47	35	82	654	6	1	7	19	97	83	180	2340
1992	51	53	104	1929	47	46	93	631	0	5	5	15	98	104	202	2575
<b>Female</b>																
1983	30	6	36	786	25	5	30	334	0	0	0	5	55	11	66	1125
1984	15	8	23	805	18	7	25	372	0	0	0	4	33	15	48	1181
1985	15	11	26	721	18	4	22	490	0	2	2	2	33	17	50	1213
1986	10	6	16	640	18	7	25	413	0	1	1	4	28	14	42	1057
1987	7	2	9	707	12	2	14	452	0	0	0	6	19	4	23	1165
1988	9	8	17	1029	13	8	21	463	1	1	2	4	23	17	40	1496
1989	10	7	17	1153	8	5	13	473	0	0	0	5	18	12	30	1631
1990	10	5	15	1031	13	7	20	515	0	0	0	2	23	12	35	1548
1991	14	10	24	884	6	6	12	375	0	0	0	3	20	16	36	1262
1992	7	10	17	940	5	7	12	405	1	0	1	4	13	17	30	1349
<b>Total</b>																
1983	168	102	270	2856	145	88	233	1168	2	5	7	17	315	195	510	4041
1984	165	86	251	2811	116	98	214	1228	7	7	14	21	288	191	479	4060
1985	118	70	188	2496	127	89	216	1506	2	5	7	19	247	164	411	4021
1986	76	59	135	2139	99	57	156	1327	3	9	12	25	178	125	303	3491
1987	65	51	116	2228	86	55	141	1345	4	2	6	28	155	108	263	3601
1988	93	72	165	3494	86	66	152	1394	2	7	9	20	181	145	326	4908
1989	86	71	157	3842	50	71	121	1460	2	4	6	15	138	146	284	5317
1990	75	62	137	3243	57	58	115	1410	1	2	6	12	133	122	258	4665
1991	58	57	115	2551	53	41	94	1029	6	1	7	22	117	99	216	3602
1992	58	63	121	2869	52	53	105	1036	1	5	6	19	111	121	232	3924

KEY: HBD -- Drivers reported by police to have been drinking

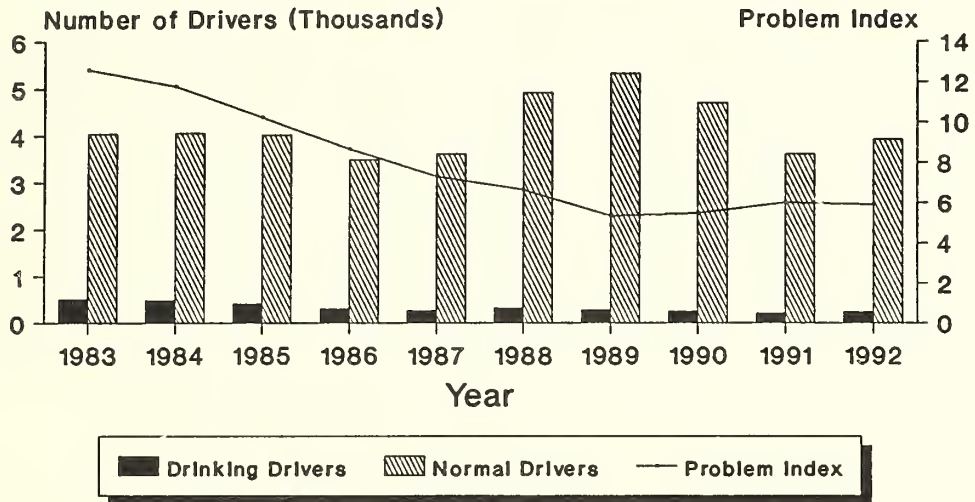
IMP -- Drivers judged by police to have their ability to drive impaired by alcohol

D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP

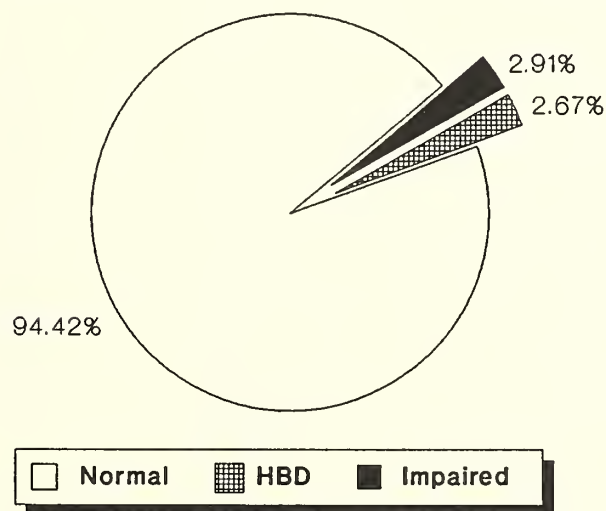
NOR -- Drivers whose condition was reported by police as "normal"

# ALGOMA

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## BRANT

## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	98	59	157	1405	96	45	141	678	1	2	3	5	195	106	301	2088
1984	79	49	128	1475	82	40	122	667	1	2	3	8	162	91	253	2150
1985	77	50	127	1445	81	52	133	858	8	4	12	13	166	106	272	2316
1986	54	54	108	1354	64	56	120	792	1	3	4	11	119	113	232	2157
1987	47	54	101	1209	81	46	127	756	1	9	10	18	129	109	238	1983
1988	62	34	96	1388	64	51	115	784	8	2	10	9	134	87	221	2181
1989	67	48	115	1439	50	60	110	773	0	4	4	12	117	112	229	2224
1990	55	48	103	1313	38	26	64	598	1	6	7	10	94	80	174	1921
1991	39	38	77	1173	39	33	72	548	0	4	4	5	78	75	153	1726
1992	53	53	106	1587	41	37	78	618	0	5	5	8	94	95	189	2213
<b>Female</b>																
1983	18	6	24	657	12	3	15	320	0	0	0	5	30	9	39	982
1984	9	5	14	694	12	5	17	352	1	0	1	7	22	10	32	1053
1985	7	7	14	649	19	4	23	446	0	1	1	5	26	12	38	1100
1986	5	5	10	625	16	6	22	439	1	1	2	2	22	12	34	1066
1987	7	6	13	652	18	6	24	439	0	2	2	5	25	14	39	1096
1988	3	5	8	694	16	5	21	410	0	0	0	2	19	10	29	1106
1989	9	6	15	755	8	1	9	463	1	0	1	2	18	7	25	1220
1990	6	7	13	709	4	4	8	365	0	1	1	2	10	12	22	1076
1991	6	4	10	688	1	2	3	354	0	1	1	4	7	7	14	1046
1992	10	5	15	910	4	7	11	360	0	0	0	7	14	12	26	1277
<b>Total</b>																
1983	116	65	181	2062	108	48	156	998	1	2	3	10	225	115	340	3070
1984	88	54	142	2169	94	45	139	1019	2	2	4	15	184	101	285	3203
1985	84	57	141	2094	100	56	156	1304	8	5	13	18	192	118	310	3416
1986	59	59	118	1979	80	62	142	1231	2	4	6	13	141	125	265	3223
1987	54	60	114	1861	99	52	151	1195	1	11	12	23	154	123	277	3079
1988	65	39	104	2082	80	56	136	1194	8	2	10	11	153	97	250	3287
1989	76	54	130	2194	58	61	119	1236	1	4	5	14	135	119	254	3444
1990	61	55	116	2022	42	30	72	963	1	7	8	12	104	92	196	2997
1991	45	42	87	1861	40	35	75	902	0	5	5	9	85	82	167	2772
1992	63	58	121	2497	45	44	89	978	0	5	5	15	108	107	215	3490

KEY: HBD -- Drivers reported by police to have been drinking

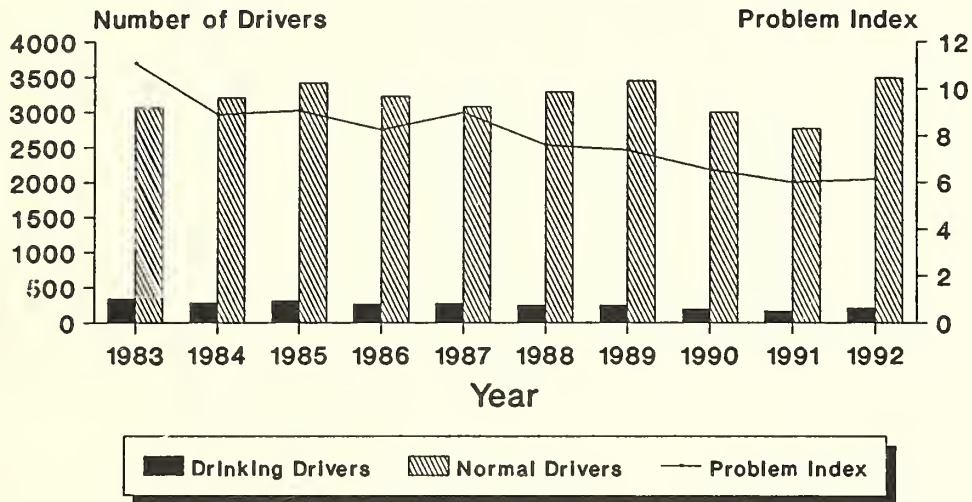
IMP -- Drivers judged by police to have their ability to drive impaired by alcohol

D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP

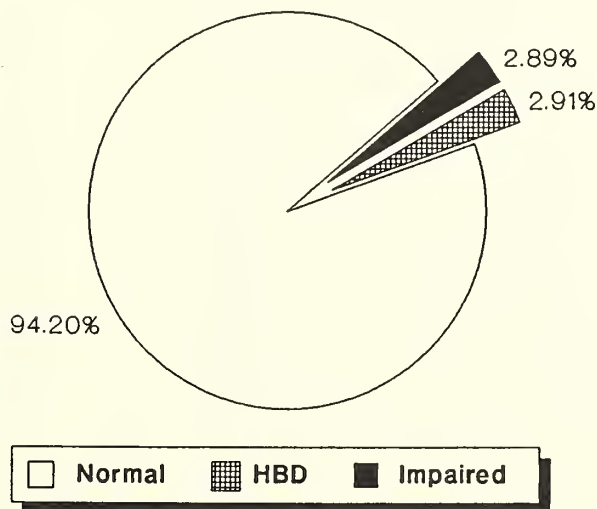
NOR -- Drivers whose condition was reported by police as "normal"

# BRANT

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## BRUCE

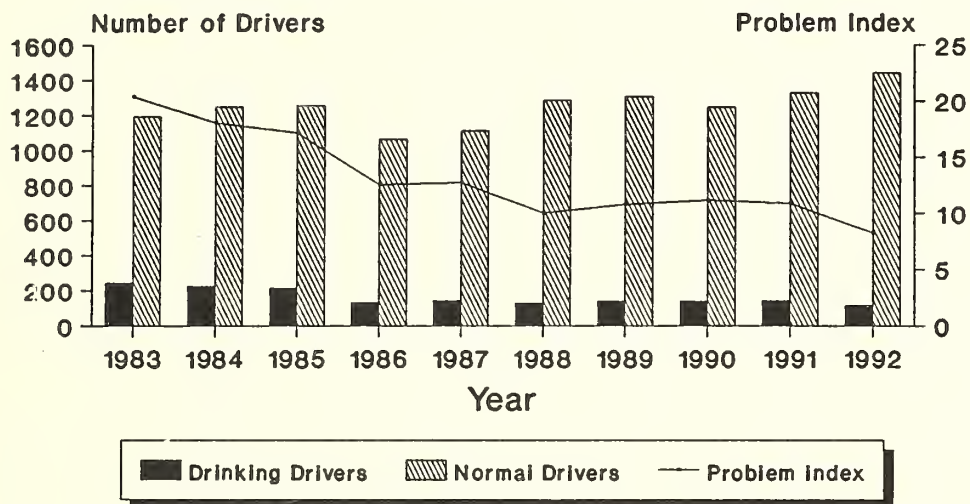
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	85	24	109	597	85	22	107	264	1	3	4	9	171	49	220	870
1984	56	27	83	533	87	19	106	329	1	4	5	6	144	50	194	868
1985	59	19	78	524	86	22	108	355	0	1	1	2	145	42	187	881
1986	40	14	54	453	43	15	58	243	3	5	8	6	86	34	120	702
1987	35	14	49	497	59	16	75	266	1	2	3	6	95	32	127	769
1988	38	21	59	590	40	13	53	281	3	4	7	4	81	38	119	875
1989	45	19	64	585	40	17	57	268	5	2	7	6	90	38	128	859
1990	49	18	67	569	30	16	46	225	0	4	4	5	79	38	117	799
1991	47	20	67	626	36	17	53	232	1	4	5	5	84	41	125	863
1992	44	16	60	699	30	12	42	198	1	0	1	2	75	28	103	899
<b>Female</b>																
1983	11	3	14	210	7	2	9	115	1	0	1	1	19	5	24	326
1984	14	3	17	257	13	2	15	120	0	0	0	3	27	5	32	380
1985	10	1	11	224	13	4	17	150	1	0	1	3	24	5	29	377
1986	4	1	5	229	6	3	9	130	0	0	0	2	10	4	14	361
1987	7	0	7	199	5	1	6	142	1	1	2	2	13	2	15	343
1988	2	1	3	278	1	6	7	130	0	0	0	3	3	7	10	411
1989	6	3	9	296	2	1	3	144	0	0	0	3	8	4	12	443
1990	8	3	11	301	8	3	11	143	0	0	0	1	16	6	22	445
1991	5	5	10	328	7	2	9	131	0	0	0	2	12	7	19	461
1992	7	1	8	403	6	1	7	137	1	0	1	1	14	2	16	541
<b>Total</b>																
1983	96	27	123	807	92	24	116	379	2	3	5	10	190	54	244	1196
1984	70	30	100	790	100	21	121	449	1	4	5	9	171	55	226	1248
1985	69	20	89	748	99	26	125	505	1	1	2	5	169	47	216	1258
1986	44	15	59	682	49	18	67	373	3	5	8	8	96	38	134	1063
1987	42	14	56	696	64	17	81	408	2	3	5	8	108	34	142	1112
1988	40	22	62	868	41	19	60	411	3	4	7	7	84	45	129	1286
1989	51	22	73	881	42	18	60	412	5	2	7	9	98	42	140	1302
1990	57	21	78	870	38	19	57	368	0	4	4	6	95	44	139	1244
1991	52	25	77	954	43	19	62	363	1	4	5	7	96	48	144	1324
1992	51	17	68	1102	36	13	49	335	2	0	2	3	89	30	119	1440

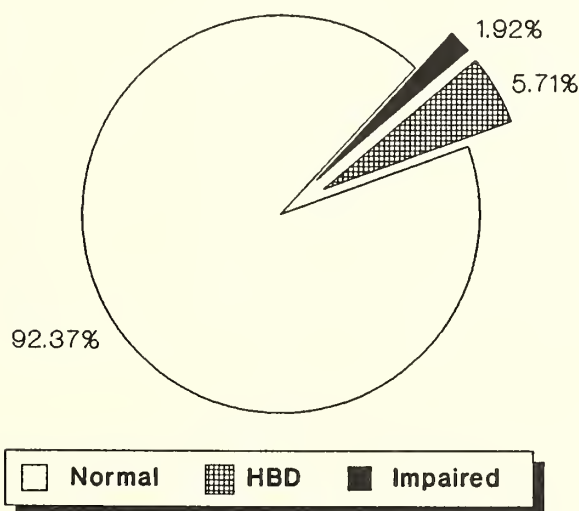
KEY: HBD -- Drivers reported by police to have been drinking  
IMP -- Drivers judged by police to have their ability to drive impaired by alcohol  
D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP  
NOR -- Drivers whose condition was reported by police as "normal"

## BRUCE

### Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



### Condition of Drivers Involved in Traffic Crashes





## COCHRANE

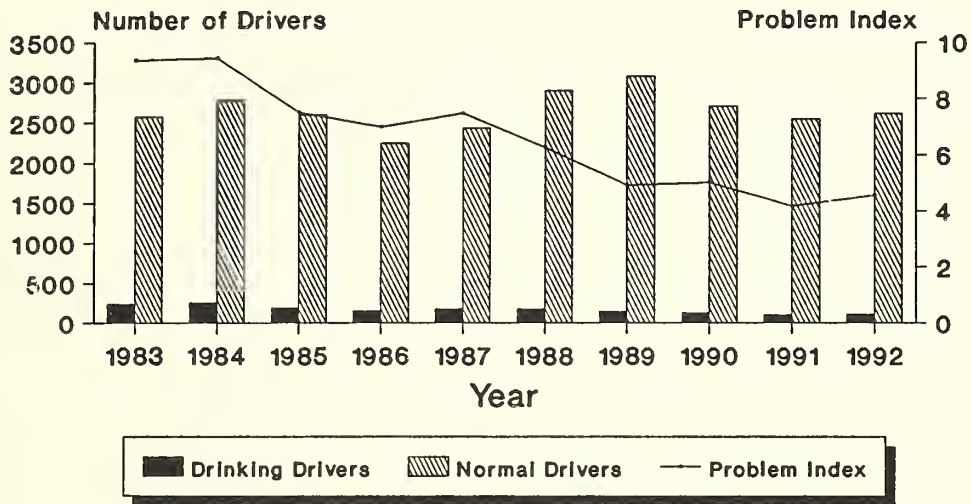
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	72	35	107	1310	67	42	109	642	4	0	4	15	143	77	220	1967
1984	80	50	130	1426	62	40	102	648	1	1	2	7	143	91	234	2081
1985	47	45	92	1288	53	33	86	664	1	1	2	8	101	79	180	1960
1986	40	30	70	1064	36	30	66	545	0	4	4	5	76	64	140	1614
1987	40	35	75	1081	35	44	79	663	2	3	5	9	77	82	159	1753
1988	42	43	85	1553	43	29	72	591	0	3	3	12	85	75	160	2156
1989	36	30	66	1546	30	32	62	625	0	1	1	12	66	63	129	2183
1990	29	40	69	1470	24	20	44	475	1	0	1	8	54	60	114	1953
1991	26	23	49	1330	21	22	43	441	0	3	3	12	47	48	95	1783
1992	28	34	62	1380	16	19	35	441	0	2	2	16	44	55	99	1837
<b>Female</b>																
1983	9	3	12	393	4	3	7	210	1	1	2	2	14	7	21	605
1984	13	6	19	454	6	3	9	240	0	0	0	3	19	9	28	697
1985	5	3	8	390	6	0	6	246	1	0	1	1	12	3	15	637
1986	2	4	6	377	8	3	11	254	0	0	0	1	10	7	17	632
1987	3	5	8	396	10	3	13	272	1	0	1	5	14	8	22	673
1988	7	4	11	515	3	8	11	232	0	0	0	0	10	12	22	747
1989	4	5	9	592	2	10	12	296	0	1	1	1	6	16	22	889
1990	4	7	11	530	7	3	10	214	0	0	0	3	11	10	21	747
1991	4	3	7	537	3	0	3	219	0	1	1	2	7	4	11	758
1992	9	8	17	531	1	2	3	244	0	0	0	3	10	10	20	778
<b>Total</b>																
1983	81	38	119	1703	71	45	116	852	5	1	6	17	157	84	241	2572
1984	93	56	149	1880	68	43	111	888	1	1	2	10	162	100	262	2778
1985	52	48	100	1678	59	33	92	910	2	1	3	9	113	82	195	2597
1986	42	34	76	1441	44	33	77	799	0	4	4	6	86	71	157	2246
1987	43	40	83	1477	45	47	92	935	3	3	6	14	91	90	181	2426
1988	49	47	96	2068	46	37	83	823	0	3	3	12	95	87	182	2903
1989	40	35	75	2138	32	42	74	921	0	2	2	13	72	79	151	3072
1990	33	47	80	2000	31	23	54	689	1	0	1	11	65	70	135	2700
1991	30	26	56	1867	24	22	46	660	0	4	4	14	54	52	106	2541
1992	37	42	79	1911	17	21	38	685	0	2	2	19	54	65	119	2615

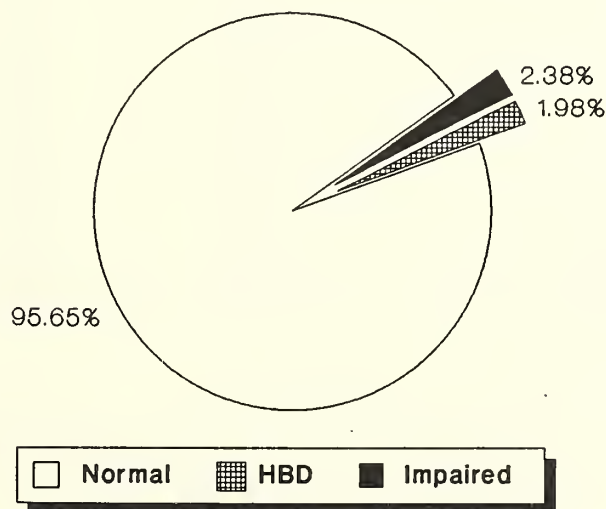
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# COCHRANE

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## DUFFERIN

## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	37	16	53	424	37	14	51	219	2	6	8	7	76	36	112	650
1984	27	13	40	452	28	13	41	261	0	3	3	6	55	29	84	719
1985	24	11	35	460	34	19	53	306	3	0	3	2	61	30	91	768
1986	26	16	42	473	53	24	77	288	0	1	1	7	79	41	120	768
1987	27	8	35	545	24	15	39	364	2	2	4	8	53	25	78	917
1988	38	17	55	688	28	9	37	295	0	0	0	11	66	26	92	994
1989	28	13	41	770	26	18	44	284	0	2	2	7	54	33	87	1061
1990	39	20	59	559	15	16	31	214	1	1	2	10	55	37	92	783
1991	22	10	32	553	18	9	27	252	1	2	3	7	41	21	62	812
1992	21	16	37	612	27	7	34	243	1	1	2	8	49	24	73	863
<b>Female</b>																
1983	3	0	3	171	3	3	6	70	0	0	0	2	6	3	9	243
1984	4	2	6	218	4	3	7	117	0	0	0	1	8	5	13	336
1985	6	0	6	184	4	0	4	132	0	1	1	0	10	1	11	316
1986	2	1	3	206	2	2	4	141	0	0	0	3	4	3	7	350
1987	0	2	2	209	10	3	13	159	0	0	0	3	10	5	15	371
1988	5	1	6	288	3	2	5	166	0	0	0	4	8	3	11	458
1989	4	0	4	353	3	1	4	181	0	0	0	7	7	1	8	541
1990	3	1	4	285	6	1	7	116	0	0	0	4	9	2	11	405
1991	4	1	5	319	0	3	3	141	0	0	0	1	4	4	8	461
1992	7	0	7	291	5	0	5	126	0	0	0	0	12	0	12	417
<b>Total</b>																
1983	40	16	56	595	40	17	57	289	2	6	8	9	82	39	121	893
1984	31	15	46	670	32	16	48	378	0	3	3	7	63	34	97	1055
1985	30	11	41	644	38	19	57	438	3	1	4	2	71	31	102	1084
1986	28	17	45	679	55	26	81	429	0	1	1	10	83	44	127	1118
1987	27	10	37	754	34	18	52	523	2	2	4	11	63	30	93	1288
1988	43	18	61	976	31	11	42	461	0	0	0	15	74	29	103	1452
1989	32	13	45	1123	29	19	48	465	0	2	2	14	61	34	95	1602
1990	42	21	63	844	21	17	38	330	1	1	2	14	64	39	103	1188
1991	26	11	37	872	18	12	30	393	1	2	3	8	45	25	70	1273
1992	28	16	44	903	32	7	39	369	1	1	2	8	61	24	85	1280

KEY: HBD -- Drivers reported by police to have been drinking

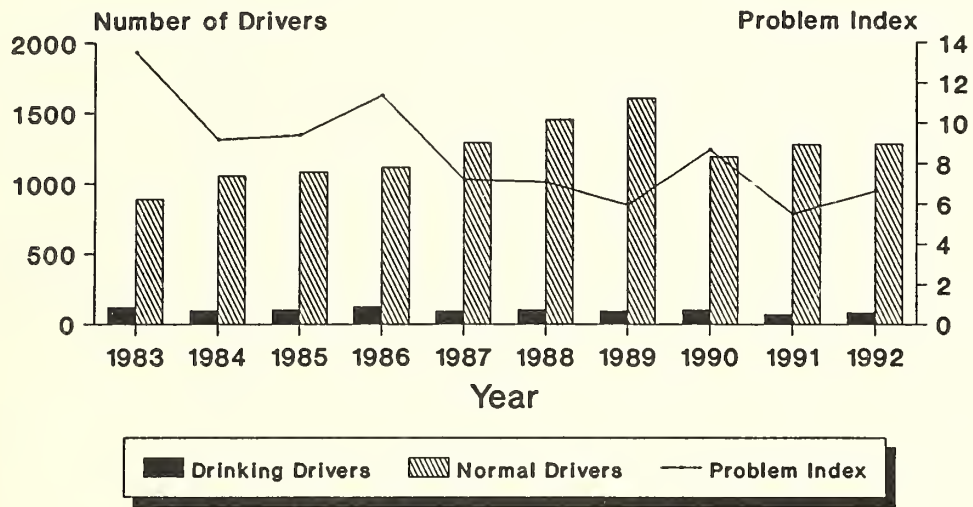
IMP -- Drivers judged by police to have their ability to drive impaired by alcohol

D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP

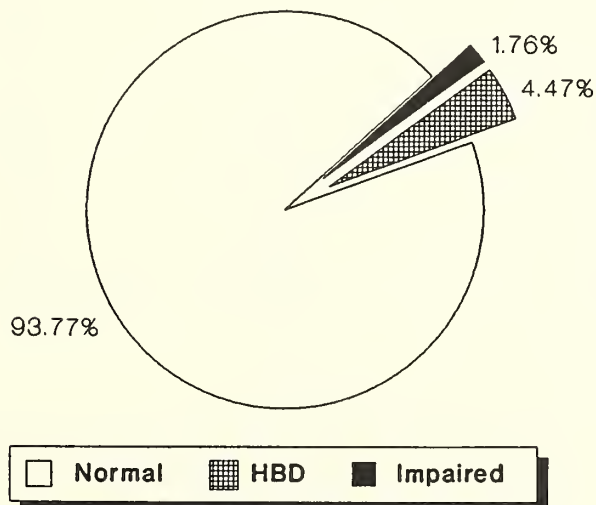
NOR -- Drivers whose condition was reported by police as "normal"

# DUFFERIN

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## DUNDAS

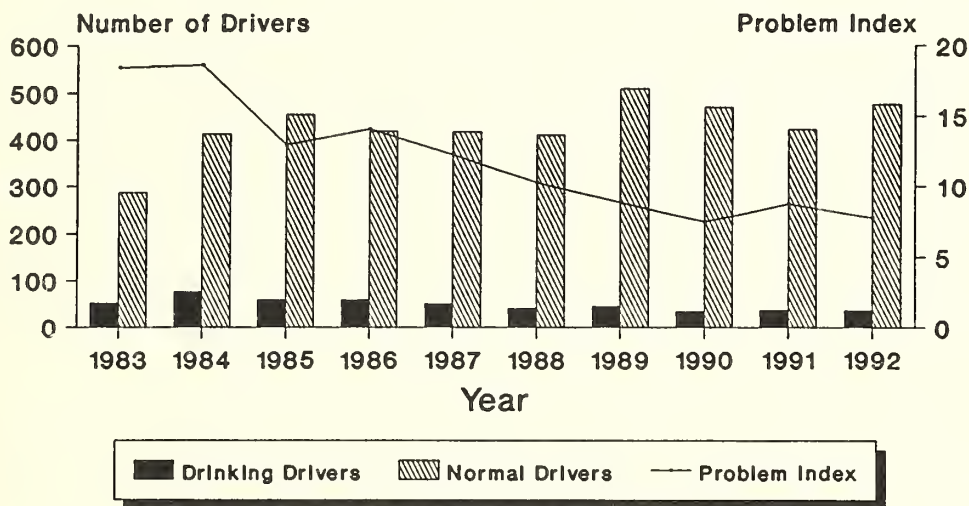
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	23	3	26	131	17	5	22	61	0	1	1	6	40	9	49	198
1984	28	7	35	206	23	13	36	88	1	1	2	5	52	21	73	299
1985	19	5	24	203	19	10	29	112	0	1	1	2	38	16	54	317
1986	17	9	26	202	16	9	25	98	2	1	3	0	35	19	54	300
1987	16	5	21	174	19	7	26	117	0	0	0	3	35	12	47	294
1988	9	9	18	199	13	5	18	79	1	1	2	1	23	15	38	279
1989	13	6	19	245	10	8	18	101	1	1	2	3	24	15	39	349
1990	15	2	17	216	7	6	13	91	0	2	2	4	22	10	32	311
1991	10	6	16	195	10	4	14	89	1	3	4	4	21	13	34	288
1992	12	6	18	226	11	3	14	85	0	0	0	2	23	9	32	313
<b>Female</b>																
1983	3	0	3	58	1	0	1	30	0	0	0	1	4	0	4	89
1984	2	1	3	80	1	0	1	34	0	0	0	0	3	1	4	114
1985	1	0	1	89	3	1	4	47	0	0	0	1	4	1	5	137
1986	2	0	2	82	1	2	3	36	0	0	0	0	3	2	5	118
1987	1	0	1	74	3	0	3	48	0	0	0	0	4	0	4	122
1988	1	0	1	80	2	1	3	51	0	0	0	0	3	1	4	131
1989	0	1	1	110	4	0	4	48	1	0	1	1	5	1	6	159
1990	2	1	3	104	0	0	0	51	0	0	0	2	2	1	3	157
1991	0	0	0	85	3	0	3	48	0	0	0	1	3	0	3	134
1992	0	0	0	117	4	1	5	44	0	0	0	1	4	1	5	162
<b>Total</b>																
1983	26	3	29	189	18	5	23	91	0	1	1	7	44	9	53	287
1984	30	8	38	286	24	13	37	122	1	1	2	5	55	22	77	413
1985	20	5	25	292	22	11	33	159	0	1	1	3	42	17	59	454
1986	19	9	28	284	17	11	28	134	2	1	3	0	38	21	59	418
1987	17	5	22	248	22	7	29	165	0	0	0	3	39	12	51	416
1988	10	9	19	279	15	6	21	130	1	1	2	1	26	16	42	410
1989	13	7	20	355	14	8	22	149	2	1	3	4	29	16	45	508
1990	17	3	20	320	7	6	13	142	0	2	2	6	24	11	35	468
1991	10	6	16	280	13	4	17	137	1	3	4	5	24	13	37	422
1992	12	6	18	343	15	4	19	129	0	0	0	3	27	10	37	475

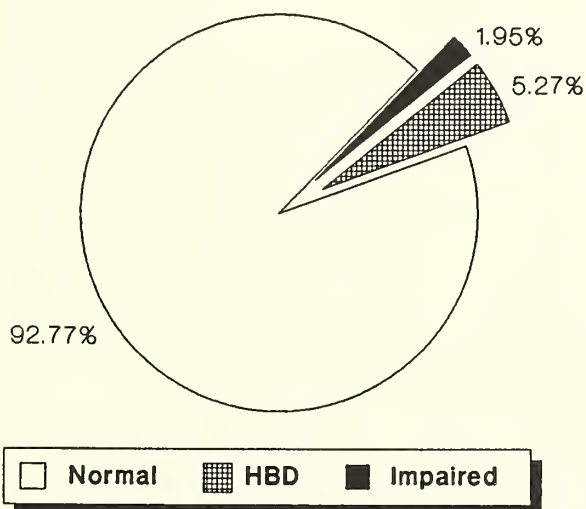
KEY: HBD -- Drivers reported by police to have been drinking  
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 NOR -- Drivers whose condition was reported by police as "normal"

## DUNDAS

### Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



### Condition of Drivers Involved in Traffic Crashes





## DURHAM REGIONAL MUNICIPALITY

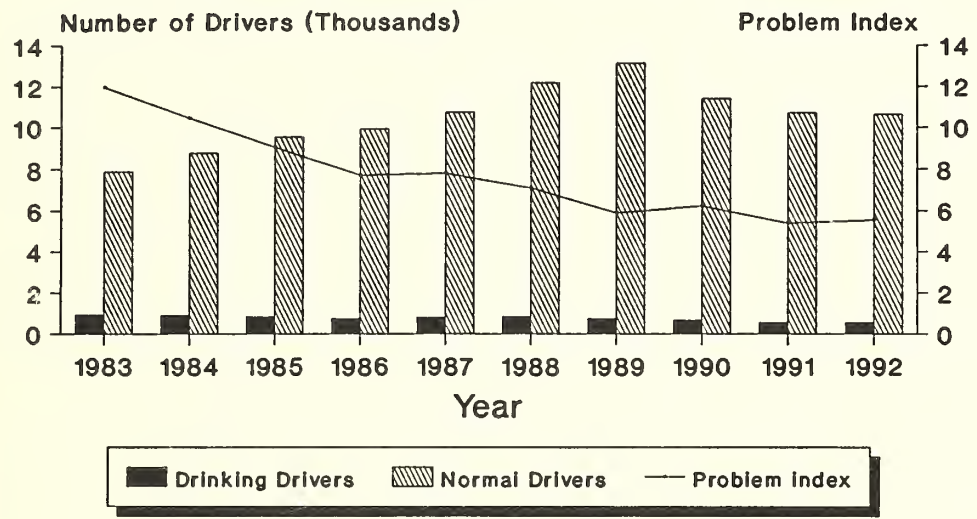
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	241	134	375	3525	302	130	432	1983	7	19	26	24	550	283	833	5532
1984	269	127	396	3818	295	121	416	2236	1	10	11	78	565	258	823	6132
1985	247	118	365	3795	269	131	400	2768	4	10	14	36	520	259	779	6599
1986	224	109	333	3904	235	127	362	2833	7	10	17	32	466	246	712	6769
1987	197	132	329	4188	234	163	397	3100	7	7	14	35	438	302	740	7323
1988	239	163	402	5275	177	150	327	2918	8	7	15	36	424	320	744	8229
1989	219	167	386	5756	136	147	283	2817	3	10	13	37	358	324	682	8610
1990	185	166	351	5084	126	121	247	2257	4	10	14	29	315	297	612	7370
1991	138	157	295	4971	98	101	199	1837	3	6	9	29	239	264	503	6837
1992	145	162	307	5061	84	105	189	1603	4	6	10	25	233	273	506	6689
<b>Female</b>																
1983	41	12	53	1409	42	12	54	915	0	0	0	8	83	24	107	2332
1984	38	13	51	1589	31	11	42	1036	0	1	1	16	69	25	94	2641
1985	27	6	33	1677	41	9	50	1258	0	1	1	8	68	16	84	2943
1986	13	8	21	1749	24	6	30	1387	0	0	0	8	37	14	51	3144
1987	27	9	36	1842	42	15	57	1553	0	2	2	7	69	26	95	3402
1988	33	23	56	2378	41	18	59	1538	0	0	0	13	74	41	115	3929
1989	23	20	43	2926	23	20	43	1555	1	0	1	10	47	40	87	4491
1990	30	19	49	2639	22	22	44	1367	1	0	1	5	53	41	94	4011
1991	22	23	45	2677	12	14	26	1166	0	0	0	7	34	37	71	3850
1992	19	33	52	2820	15	13	28	1107	1	1	2	4	35	47	82	3931
<b>Total</b>																
1983	282	146	428	4934	344	142	486	2898	7	19	26	32	633	307	940	7864
1984	307	140	447	5407	326	132	458	3272	1	11	12	94	634	283	917	8773
1985	274	124	398	5472	310	140	450	4026	4	11	15	44	588	275	863	9542
1986	237	117	354	5653	259	133	392	4220	7	10	17	40	503	260	763	9913
1987	224	141	365	6030	276	178	454	4653	7	9	16	42	507	328	835	10725
1988	272	186	458	7653	218	168	386	4456	8	7	15	49	498	361	859	12158
1989	242	187	429	8682	159	167	326	4372	4	10	14	47	405	364	769	13101
1990	215	185	400	7723	148	143	291	3624	5	10	15	34	368	338	706	11381
1991	160	180	340	7648	110	115	225	3003	3	6	9	36	273	301	574	10687
1992	164	195	359	7881	99	118	217	2710	5	7	12	29	268	320	588	10620

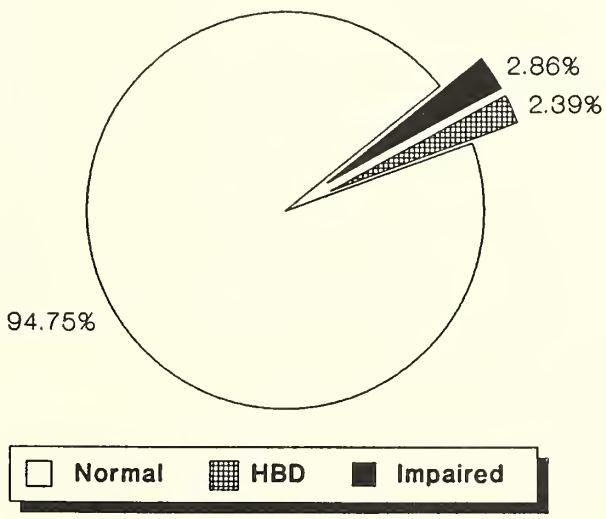
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# DURHAM REGIONAL MUNICIPALITY

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## ELGIN

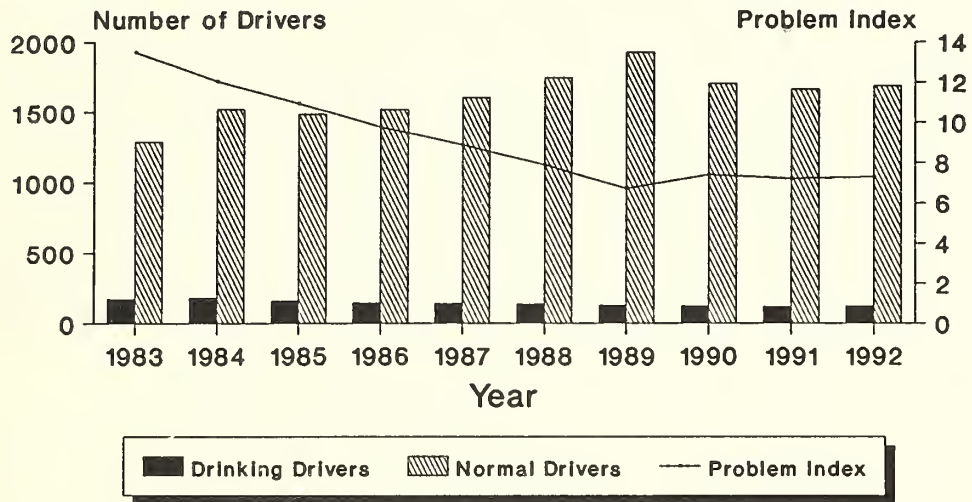
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	53	28	81	574	45	31	76	290	0	2	2	5	98	61	159	869
1984	43	36	79	711	47	30	77	306	5	2	7	17	95	68	163	1034
1985	46	23	69	588	45	28	73	366	0	2	2	6	91	53	144	960
1986	38	23	61	625	39	25	64	406	0	6	6	7	77	54	131	1038
1987	34	19	53	604	31	32	63	415	1	4	5	6	66	55	121	1025
1988	38	18	56	670	41	21	62	449	0	4	4	4	79	43	122	1123
1989	27	17	44	730	39	26	65	505	2	3	5	4	68	46	114	1239
1990	35	23	58	669	42	17	59	408	0	0	0	9	77	40	117	1086
1991	30	18	48	705	43	16	59	354	1	6	7	12	74	40	114	1071
1992	20	26	46	692	32	24	56	338	1	3	4	6	53	53	106	1036
<b>Female</b>																
1983	4	1	5	254	5	5	10	162	0	0	0	2	9	6	15	418
1984	4	4	8	321	10	2	12	161	0	0	0	3	14	6	20	485
1985	4	5	9	299	5	4	9	219	0	0	0	4	9	9	18	522
1986	6	3	9	267	4	4	8	211	0	0	0	2	10	7	17	480
1987	4	5	9	308	8	3	11	267	1	0	1	4	13	8	21	579
1988	1	4	5	346	5	4	9	273	1	0	1	1	7	8	15	620
1989	6	1	7	414	5	3	8	273	0	0	0	1	11	4	15	688
1990	2	3	5	352	2	2	4	260	0	0	0	2	4	5	9	614
1991	2	1	3	374	1	2	3	215	0	0	0	2	3	3	6	591
1992	1	6	7	429	5	4	9	221	0	1	1	1	6	11	17	651
<b>Total</b>																
1983	57	29	86	828	50	36	86	452	0	2	2	7	107	67	174	1287
1984	47	40	87	1032	57	32	89	467	5	2	7	20	109	74	183	1519
1985	50	28	78	887	50	32	82	585	0	2	2	10	100	62	162	1482
1986	44	26	70	892	43	29	72	617	0	6	6	9	87	61	148	1518
1987	38	24	62	912	39	35	74	682	2	4	6	10	79	63	142	1604
1988	39	22	61	1016	46	25	71	722	1	4	5	5	86	51	137	1743
1989	33	18	51	1144	44	29	73	778	2	3	5	5	79	50	129	1927
1990	37	26	63	1021	44	19	63	668	0	0	0	11	81	45	126	1700
1991	32	19	51	1079	44	18	62	569	1	6	7	14	77	43	120	1662
1992	21	32	53	1121	37	28	65	559	1	4	5	7	59	64	123	1687

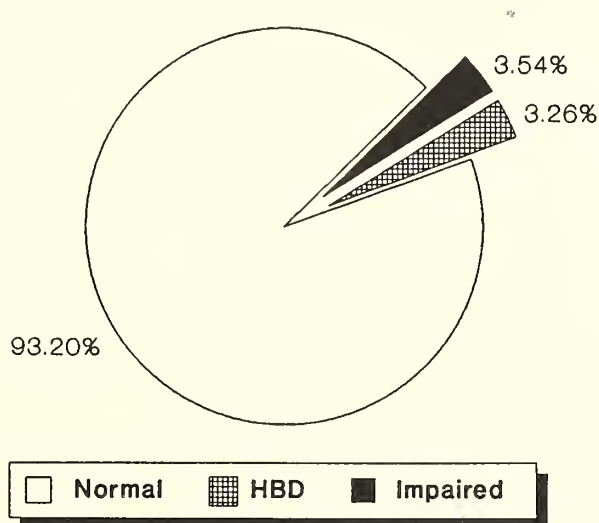
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## ELGIN

### Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



### Condition of Drivers Involved in Traffic Crashes





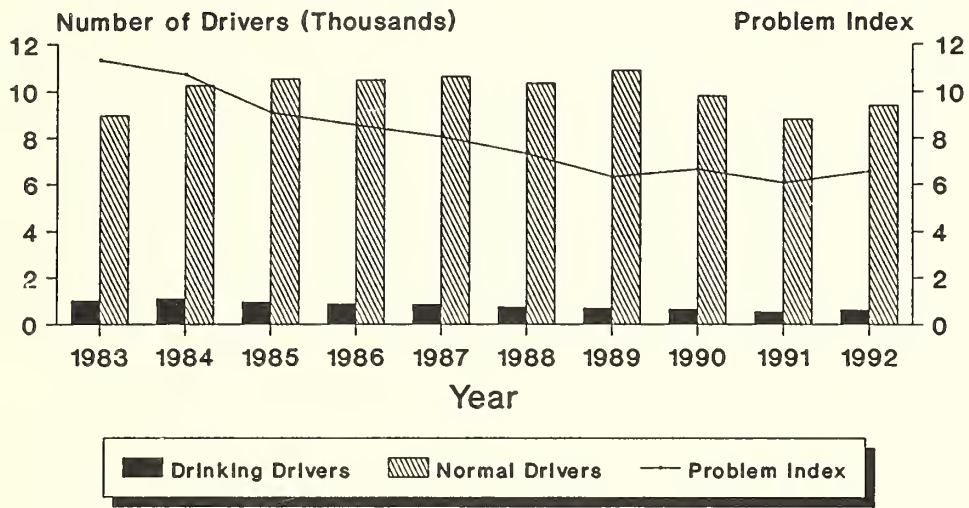
## ESSEX

## Drivers Involved in Traffic Crashes, 1983 - 1992

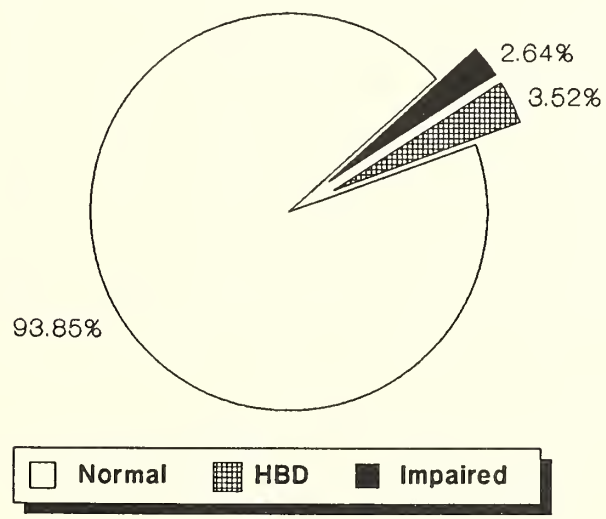
Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	294	150	444	3890	332	102	434	2392	4	12	16	28	630	264	894	6310
1984	299	176	475	4468	339	153	492	2627	5	11	16	21	643	340	983	7116
1985	229	139	368	4272	332	145	477	2994	9	8	17	25	570	292	862	7291
1986	228	118	346	4162	277	132	409	2983	3	11	14	35	508	261	769	7180
1987	236	112	348	4121	241	135	376	3014	4	11	15	24	481	258	739	7159
1988	192	112	304	4176	219	125	344	2610	3	10	13	27	414	247	661	6813
1989	193	105	298	4458	160	124	284	2581	10	9	19	32	363	238	601	7071
1990	177	119	296	4254	155	114	269	2188	1	4	5	15	333	237	570	6457
1991	164	89	253	3857	123	82	205	1760	3	4	7	8	290	175	465	5625
1992	164	129	293	4378	138	89	227	1665	1	9	10	17	303	227	530	6060
<b>Female</b>																
1983	42	13	55	1587	52	12	64	1047	1	1	2	9	95	26	121	2643
1984	38	16	54	1899	46	10	56	1210	0	1	1	5	84	27	111	3114
1985	27	16	43	1781	40	11	51	1421	0	0	0	9	67	27	94	3211
1986	29	25	54	1788	44	24	68	1474	0	2	2	6	73	51	124	3268
1987	32	19	51	1909	40	20	60	1525	0	0	0	5	72	39	111	3439
1988	30	20	50	2069	36	8	44	1425	1	0	1	4	67	28	95	3498
1989	27	18	45	2261	30	8	38	1516	1	0	1	9	58	26	84	3786
1990	29	17	46	2094	24	8	32	1232	0	1	1	6	53	26	79	3332
1991	19	20	39	2113	20	8	28	1038	0	1	1	7	39	29	68	3158
1992	30	20	50	2281	19	16	35	1051	0	1	1	5	49	37	86	3337
<b>Total</b>																
1983	336	163	499	5477	384	114	498	3439	5	13	18	37	725	290	1015	8953
1984	337	192	529	6367	385	163	548	3837	5	12	17	26	727	367	1094	10230
1985	256	155	411	6053	372	156	528	4415	9	8	17	34	637	319	956	10502
1986	257	143	400	5950	321	156	477	4457	3	13	16	41	581	312	893	10448
1987	268	131	399	6030	281	155	436	4539	4	11	15	29	553	297	850	10598
1988	222	132	354	6245	255	133	388	4035	4	10	14	31	481	275	756	10311
1989	220	123	343	6719	190	132	322	4097	11	9	20	41	421	264	685	10857
1990	206	136	342	6348	179	122	301	3420	1	5	6	21	386	263	649	9789
1991	183	109	292	5970	143	90	233	2798	3	5	8	15	329	204	533	8783
1992	194	149	343	6659	157	105	262	2716	1	10	11	22	352	264	616	9397

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# ESSEX Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## FRONTENAC

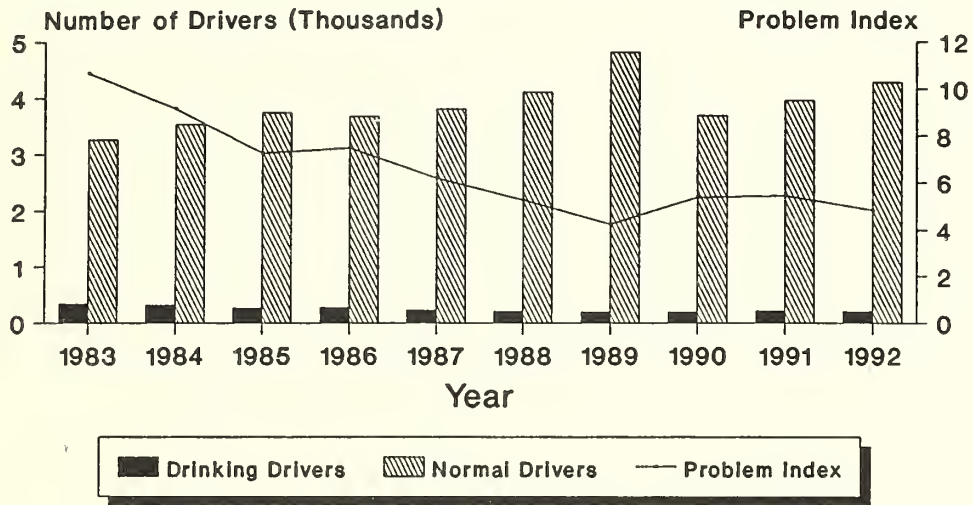
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	96	58	154	1515	99	50	149	774	3	2	5	13	198	110	308	2302
1984	86	56	142	1659	83	61	144	838	0	3	3	6	169	120	289	2503
1985	70	46	116	1689	71	41	112	951	3	2	5	11	144	89	233	2651
1986	53	61	114	1584	72	51	123	902	1	7	8	14	126	119	245	2500
1987	48	59	107	1595	51	42	93	983	0	6	6	10	99	107	206	2588
1988	67	56	123	1865	32	35	67	900	1	3	4	9	100	94	194	2774
1989	46	45	91	2259	46	39	85	992	2	0	2	5	94	84	178	3256
1990	62	42	104	1706	32	37	69	827	0	4	4	16	94	83	177	2549
1991	48	45	93	1908	37	57	94	698	1	2	3	7	86	104	190	2613
1992	53	42	95	2029	45	42	87	736	0	3	3	9	98	87	185	2774
<b>Female</b>																
1983	16	4	20	642	15	6	21	322	0	0	0	5	31	10	41	969
1984	9	3	12	640	14	7	21	400	2	0	2	2	25	10	35	1042
1985	14	4	18	666	15	6	21	426	0	0	0	1	29	10	39	1093
1986	5	9	14	710	11	5	16	464	0	1	1	7	16	15	31	1181
1987	10	6	16	728	10	4	14	484	0	0	0	2	20	10	30	1214
1988	6	4	10	845	4	7	11	482	0	1	1	2	10	12	22	1329
1989	9	4	13	1034	8	4	12	517	0	1	1	3	17	9	26	1554
1990	4	6	10	854	4	7	11	456	0	0	0	3	8	13	21	1313
1991	9	7	16	922	7	3	10	425	1	0	1	4	17	10	27	1351
1992	6	8	14	1068	3	4	7	437	0	1	1	3	9	13	22	1508
<b>Total</b>																
1983	112	62	174	2157	114	56	170	1096	3	2	5	18	229	120	349	3271
1984	95	59	154	2299	97	68	165	1238	2	3	5	8	194	130	324	3545
1985	84	50	134	2355	86	47	133	1377	3	2	5	12	173	99	272	3744
1986	58	70	128	2294	83	56	139	1366	1	8	9	21	142	134	276	3681
1987	58	65	123	2323	61	46	107	1467	0	6	6	12	119	117	236	3802
1988	73	60	133	2710	36	42	78	1382	1	4	5	11	110	106	216	4103
1989	55	49	104	3293	54	43	97	1509	2	1	3	8	111	93	204	4810
1990	66	48	114	2560	36	44	80	1283	0	4	4	19	102	96	198	3862
1991	57	52	109	2830	44	60	104	1123	2	2	4	11	103	114	217	3964
1992	59	50	109	3097	48	46	94	1173	0	4	4	12	107	100	207	4282

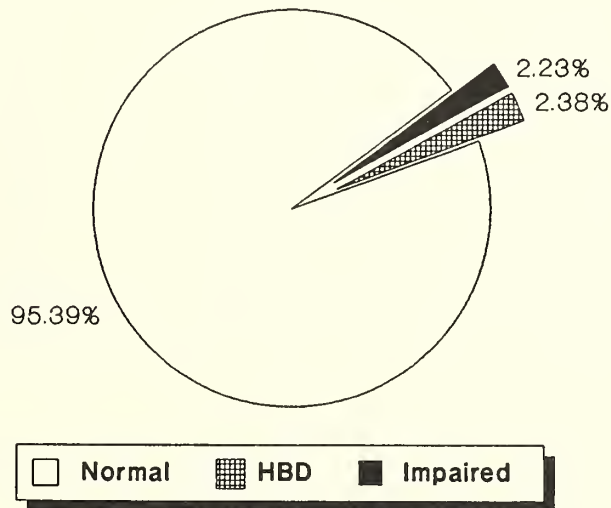
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# FRONTENAC

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## GLENGARRY

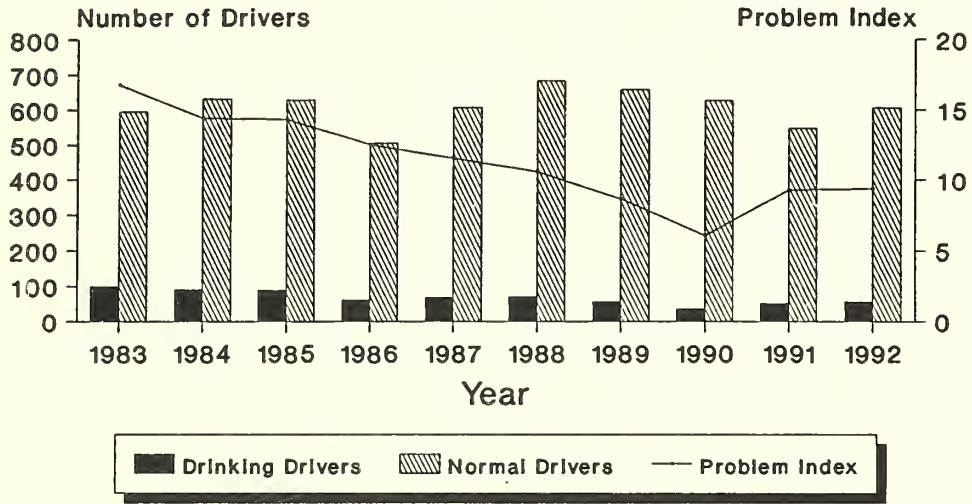
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	37	8	45	300	41	10	51	136	0	1	1	5	78	19	97	441
1984	39	5	44	326	28	11	39	144	0	2	2	3	67	18	85	473
1985	25	14	39	310	35	7	42	160	0	0	0	2	60	21	81	472
1986	29	5	34	236	17	6	23	123	1	1	2	2	47	12	59	361
1987	29	4	33	260	17	9	26	152	3	0	3	4	49	13	62	416
1988	32	6	38	345	22	9	31	143	1	0	1	1	55	15	70	489
1989	21	6	27	338	14	6	20	128	4	0	4	6	39	12	51	472
1990	13	7	20	278	8	6	14	129	0	1	1	8	21	14	35	415
1991	21	4	25	265	11	6	17	106	0	4	4	8	32	14	46	379
1992	15	8	23	286	15	9	24	131	0	1	1	6	30	18	48	423
<b>Female</b>																
1983	2	0	2	89	1	0	1	65	0	0	0	0	3	0	3	154
1984	3	0	3	104	3	0	3	53	0	0	0	1	6	0	6	158
1985	3	1	4	103	4	0	4	53	0	1	1	0	7	2	9	156
1986	2	0	2	90	2	0	2	53	0	0	0	0	4	0	4	143
1987	0	0	0	123	5	2	7	68	0	1	1	0	5	3	8	191
1988	1	0	1	126	0	0	0	67	0	1	1	0	1	1	2	193
1989	1	0	1	130	5	0	5	55	0	0	0	0	6	0	6	185
1990	0	0	0	140	3	0	3	68	0	0	0	3	3	0	3	211
1991	0	1	1	120	2	1	3	47	0	1	1	2	2	3	5	169
1992	5	1	6	117	3	0	3	64	0	0	0	3	8	1	9	184
<b>Total</b>																
1983	39	8	47	389	42	10	52	201	0	1	1	5	81	19	100	595
1984	42	5	47	430	31	11	42	197	0	2	2	4	73	18	91	631
1985	28	15	43	413	39	7	46	213	0	1	1	2	67	23	90	628
1986	31	5	36	326	19	6	25	176	1	1	2	2	51	12	63	504
1987	29	4	33	383	22	11	33	220	3	1	4	4	54	16	70	607
1988	33	6	39	471	22	9	31	210	1	1	2	1	56	16	72	682
1989	22	6	28	468	19	6	25	183	4	0	4	6	45	12	57	657
1990	13	7	20	418	11	6	17	197	0	1	1	11	24	14	38	626
1991	21	5	26	385	13	7	20	153	0	5	5	10	34	17	51	548
1992	20	9	29	403	18	9	27	195	0	1	1	9	38	19	57	607

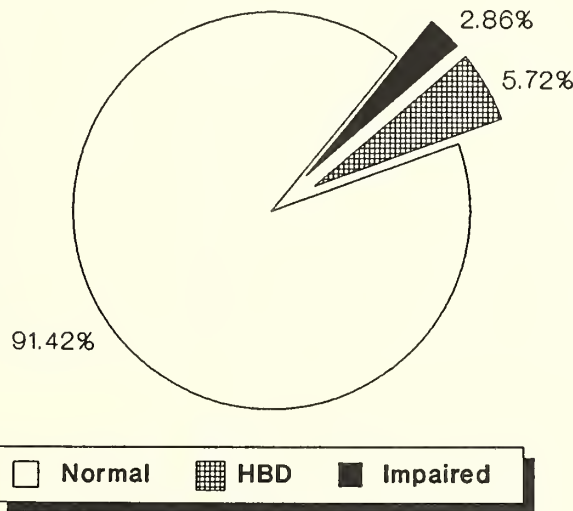
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# GLENGARRY

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## GRENVILLE

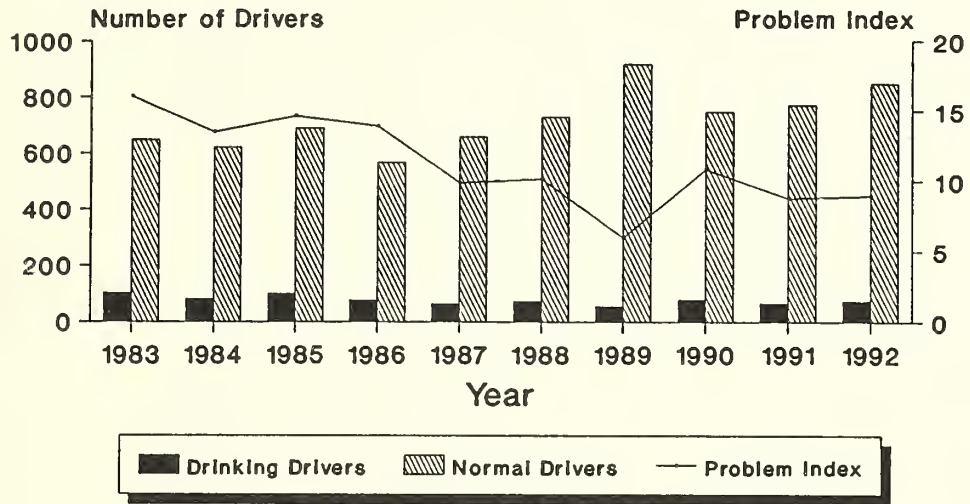
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	32	11	43	312	33	10	43	134	1	2	3	8	66	23	89	454
1984	21	8	29	293	33	12	45	139	0	2	2	3	54	22	76	435
1985	33	8	41	315	31	8	39	158	1	2	3	10	65	18	83	483
1986	33	3	36	258	27	8	35	129	1	0	1	4	61	11	72	391
1987	19	11	30	297	24	3	27	146	0	3	3	7	43	17	60	450
1988	31	9	40	337	17	10	27	142	0	2	2	11	48	21	69	490
1989	13	13	26	428	18	8	26	189	0	0	0	4	31	21	52	621
1990	31	12	43	375	20	8	28	113	3	2	5	2	54	22	76	490
1991	28	8	36	400	15	7	22	124	0	1	1	8	43	16	59	532
1992	30	11	41	411	16	10	26	127	1	2	3	6	47	23	70	544
<b>Female</b>																
1983	4	2	6	134	8	1	9	59	0	0	0	1	12	3	15	194
1984	4	0	4	120	3	1	4	64	0	0	0	2	7	1	8	186
1985	5	0	5	133	13	0	13	71	0	0	0	2	18	0	18	206
1986	2	0	2	110	5	0	5	66	0	0	0	0	7	0	7	176
1987	1	1	2	114	2	0	2	92	1	0	1	2	4	1	5	208
1988	3	0	3	179	1	0	1	59	1	0	1	0	5	0	5	238
1989	2	0	2	196	1	0	1	99	0	0	0	1	3	0	3	296
1990	3	2	5	199	0	0	0	56	0	0	0	2	3	2	5	257
1991	3	2	5	180	4	0	4	58	0	0	0	2	7	2	9	240
1992	5	0	5	231	0	1	1	72	0	0	0	1	5	1	6	304
<b>Total</b>																
1983	36	13	49	446	41	11	52	193	1	2	3	9	78	26	104	648
1984	25	8	33	413	36	13	49	203	0	2	2	5	61	23	84	621
1985	38	8	46	448	44	8	52	229	1	2	3	12	83	18	101	689
1986	35	3	38	368	32	8	40	195	1	0	1	4	68	11	79	567
1987	20	12	32	411	26	3	29	238	1	3	4	9	47	18	65	658
1988	34	9	43	516	18	10	28	201	1	2	3	11	53	21	74	728
1989	15	13	28	624	19	8	27	288	0	0	0	5	34	21	55	917
1990	34	14	48	574	20	8	28	169	3	2	5	4	57	24	81	747
1991	31	10	41	580	19	7	26	182	0	1	1	10	50	18	68	772
1992	35	11	46	642	16	11	27	199	1	2	3	7	52	24	76	848

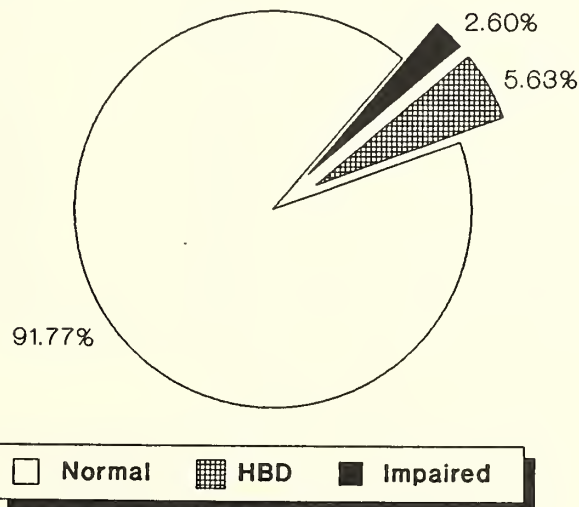
KEY: HBD -- Drivers reported by police to have been drinking  
 IMP -- Drivers judged by police to have their ability to drive impaired by alcohol  
 D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP  
 NOR -- Drivers whose condition was reported by police as "normal"

# GRENVILLE

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes



## GREY

## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	80	38	118	756	96	28	124	381	3	5	8	8	179	71	250	1145
1984	69	40	109	823	93	22	115	362	1	7	8	6	163	69	232	1191
1985	51	28	79	813	76	29	105	437	4	2	6	15	131	59	190	1265
1986	43	17	60	691	78	27	105	397	2	5	7	5	123	49	172	1093
1987	56	20	76	833	66	28	94	502	2	0	2	11	124	48	172	1346
1988	54	28	82	895	42	22	64	426	1	5	6	7	97	55	152	1328
1989	37	25	62	993	50	23	73	525	11	1	12	20	98	49	147	1538
1990	62	18	80	923	38	27	65	359	0	5	5	9	100	50	150	1291
1991	41	38	79	950	42	25	67	403	3	4	7	15	86	67	153	1368
1992	50	31	81	964	36	18	54	347	0	1	1	12	86	50	136	1323
<b>Female</b>																
1983	7	3	10	264	9	1	10	155	0	0	0	4	16	4	20	423
1984	8	3	11	387	16	1	17	203	0	0	0	5	24	4	28	595
1985	4	4	8	331	5	1	6	228	0	1	1	1	9	6	15	560
1986	3	5	8	336	4	3	7	173	1	0	1	3	8	8	16	512
1987	3	6	9	437	14	3	17	221	0	1	1	2	17	10	27	660
1988	6	2	8	448	6	1	7	254	1	0	1	8	13	3	16	710
1989	2	1	3	504	6	3	9	260	0	0	0	4	8	4	12	768
1990	6	2	8	489	3	4	7	224	0	0	0	1	9	6	15	714
1991	5	4	9	514	15	3	18	211	0	0	0	9	20	7	27	734
1992	8	2	10	577	2	4	6	245	0	0	0	1	10	6	16	823
<b>Total</b>																
1983	87	41	128	1020	105	29	134	536	3	5	8	12	195	75	270	1568
1984	77	43	120	1210	109	23	132	565	1	7	8	11	187	73	260	1786
1985	55	32	87	1144	81	30	111	665	4	3	7	16	140	65	205	1825
1986	46	22	68	1027	82	30	112	570	3	5	8	8	131	57	188	1605
1987	59	26	85	1270	80	31	111	723	2	1	3	13	141	58	199	2006
1988	60	30	90	1343	48	23	71	680	2	5	7	15	110	58	168	2038
1989	39	26	65	1497	56	26	82	785	11	1	12	24	106	53	159	2306
1990	68	20	88	1412	41	31	72	583	0	5	5	10	109	56	165	2005
1991	46	42	88	1464	57	28	85	614	3	4	7	24	106	74	180	2102
1992	58	33	91	1541	38	22	60	592	0	1	1	13	96	56	152	2146

KEY: HBD -- Drivers reported by police to have been drinking

IMP -- Drivers judged by police to have their ability to drive impaired by alcohol

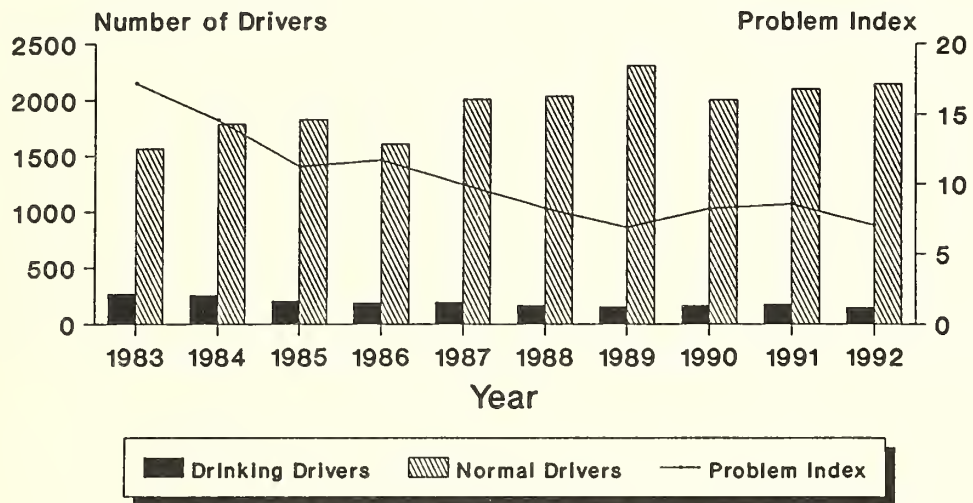
D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP

NOR -- Drivers whose condition was reported by police as "normal"

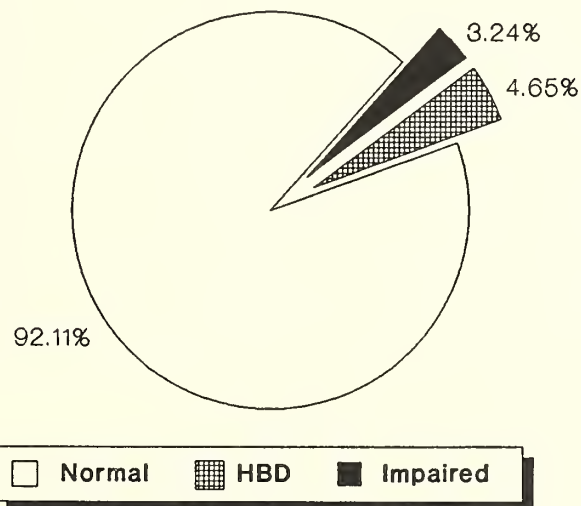


# GREY

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## HALDIMAND-NORFOLK REGIONAL MUNICIPALITY

## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	113	43	156	814	166	36	202	492	4	10	14	10	283	89	372	1316
1984	118	38	156	906	163	24	187	527	8	6	14	21	289	68	357	1454
1985	77	35	112	909	114	25	139	473	4	6	10	17	195	66	261	1399
1986	68	21	89	915	79	36	115	509	3	2	5	12	150	59	209	1436
1987	80	27	107	777	91	30	121	526	5	7	12	15	176	64	240	1318
1988	67	24	91	1000	70	39	109	535	3	4	7	13	140	67	207	1548
1989	76	34	110	1182	74	38	112	500	7	2	9	14	157	74	231	1696
1990	69	49	118	1053	71	34	105	444	6	6	12	11	146	89	235	1508
1991	72	27	99	999	57	32	89	379	3	9	12	12	132	68	200	1390
1992	54	36	90	1039	63	38	101	414	3	4	7	10	120	78	198	1463
<b>Female</b>																
1983	16	1	17	345	21	1	22	223	1	1	2	6	38	3	41	574
1984	15	3	18	410	14	2	16	253	1	0	1	5	30	5	35	668
1985	15	3	18	390	15	2	17	241	0	0	0	2	30	5	35	633
1986	5	3	8	393	11	1	12	277	0	1	1	7	16	5	21	677
1987	13	1	14	386	20	2	22	293	0	0	0	3	33	3	36	682
1988	7	4	11	559	10	3	13	270	1	0	1	4	18	7	25	833
1989	8	5	13	598	15	6	21	284	0	0	0	7	23	11	34	889
1990	11	1	12	573	6	8	14	241	0	0	0	4	17	9	26	818
1991	6	9	15	571	4	2	6	296	2	0	2	6	12	11	23	873
1992	7	2	9	608	8	7	15	273	0	1	1	5	15	10	25	886
<b>Total</b>																
1983	129	44	173	1159	187	37	224	715	5	11	16	16	321	92	413	1890
1984	133	41	174	1316	177	26	203	780	9	6	15	26	319	73	392	2122
1985	92	38	130	1299	129	27	156	714	4	6	10	19	225	71	296	2032
1986	73	24	97	1308	90	37	127	786	3	3	6	19	166	64	230	2113
1987	93	28	121	1163	111	32	143	819	5	7	12	18	209	67	276	2000
1988	74	28	102	1559	80	42	122	805	4	4	8	17	158	74	232	2381
1989	84	39	123	1780	89	44	133	784	7	2	9	21	180	85	265	2585
1990	80	50	130	1626	77	42	119	685	6	6	12	15	163	98	261	2326
1991	78	36	114	1570	61	34	95	675	5	9	14	18	144	79	223	2263
1992	61	38	99	1647	71	45	116	687	3	5	8	15	135	88	223	2349

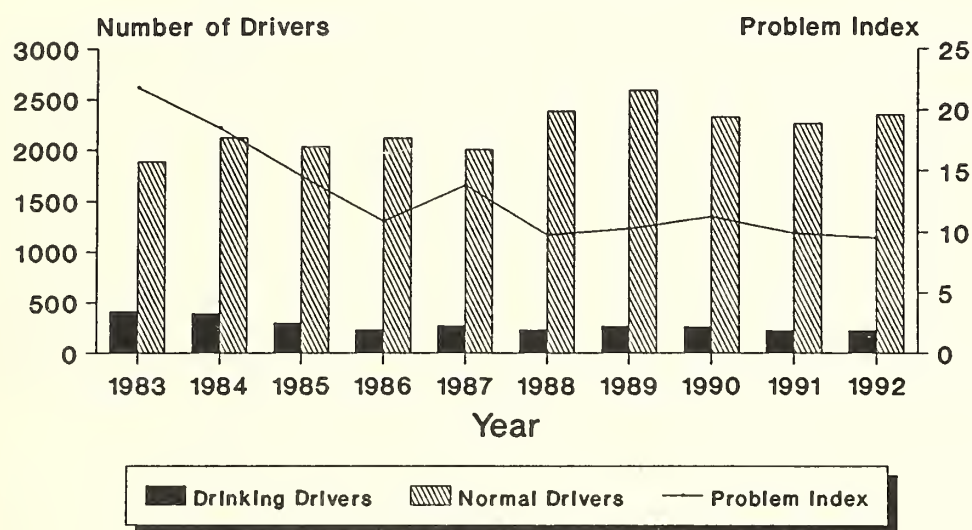
KEY: HBD -- Drivers reported by police to have been drinking

IMP -- Drivers judged by police to have their ability to drive impaired by alcohol

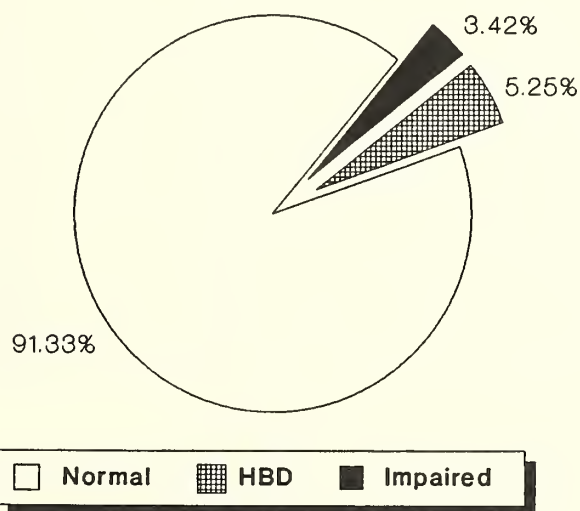
D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP

NOR -- Drivers whose condition was reported by police as "normal"

## HALDIMAND-NORFOLK REGIONAL MUNICIPALITY Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## HALIBURTON

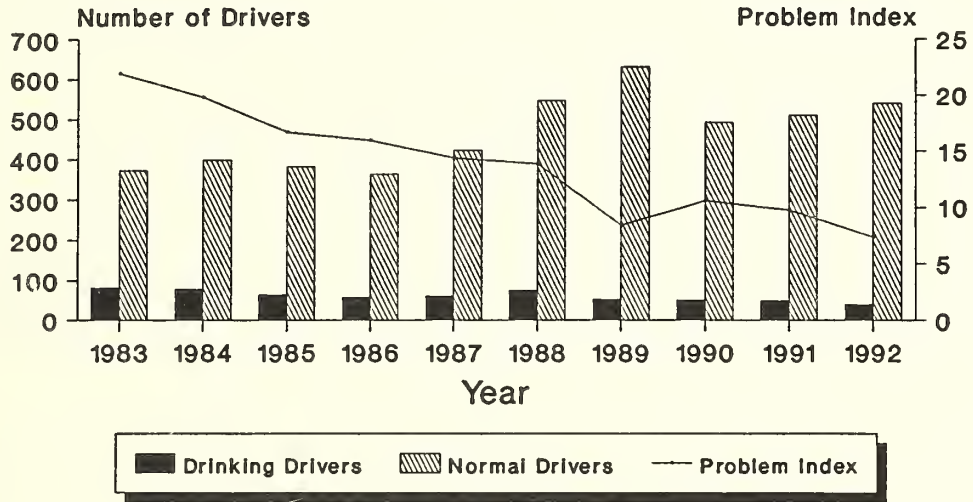
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	34	8	42	179	25	4	29	92	0	2	2	2	59	14	73	273
1984	20	6	26	202	33	6	39	85	1	1	2	2	54	13	67	289
1985	20	4	24	191	21	8	29	78	2	1	3	3	43	13	56	272
1986	18	4	22	167	24	5	29	94	2	1	3	1	44	10	54	262
1987	29	4	33	214	12	6	18	99	2	1	3	1	43	11	54	314
1988	21	7	28	289	34	5	39	89	2	2	4	7	57	14	71	385
1989	18	8	26	279	13	4	17	143	2	0	2	3	33	12	45	425
1990	20	3	23	251	18	3	21	60	0	0	0	1	38	6	44	312
1991	22	5	27	282	13	5	18	82	0	0	0	2	35	10	45	366
1992	15	5	20	293	12	4	16	71	1	1	2	0	28	10	38	364
<b>Female</b>																
1983	2	0	2	62	6	1	7	37	0	0	0	1	8	1	9	100
1984	3	1	4	75	5	2	7	34	1	0	1	0	9	3	12	109
1985	2	0	2	60	5	0	5	49	1	0	1	1	8	0	8	110
1986	0	1	1	60	3	0	3	41	0	0	0	0	3	1	4	101
1987	2	0	2	67	5	0	5	41	0	0	0	1	7	0	7	109
1988	2	0	2	105	2	0	2	56	0	1	1	1	4	1	5	162
1989	2	2	4	143	4	0	4	60	0	0	0	2	6	2	8	205
1990	0	3	3	127	5	0	5	53	0	0	0	0	5	3	8	180
1991	1	0	1	111	3	1	4	32	0	0	0	1	4	1	5	144
1992	1	0	1	142	1	0	1	34	0	0	0	0	2	0	2	176
<b>Total</b>																
1983	36	8	44	241	31	5	36	129	0	2	2	3	67	15	82	373
1984	23	7	30	277	38	8	46	119	2	1	3	2	63	16	79	398
1985	22	4	26	251	26	8	34	127	3	1	4	4	51	13	64	382
1986	18	5	23	227	27	5	32	135	2	1	3	1	47	11	58	363
1987	31	4	35	281	17	6	23	140	2	1	3	2	50	11	61	423
1988	23	7	30	394	36	5	41	145	2	3	5	8	61	15	76	547
1989	20	10	30	422	17	4	21	203	2	0	2	5	39	14	53	630
1990	20	6	26	378	23	3	26	113	0	0	0	1	43	9	52	492
1991	23	5	28	393	16	6	22	114	0	0	0	3	39	11	50	510
1992	16	5	21	435	13	4	17	105	1	1	2	0	30	10	40	540

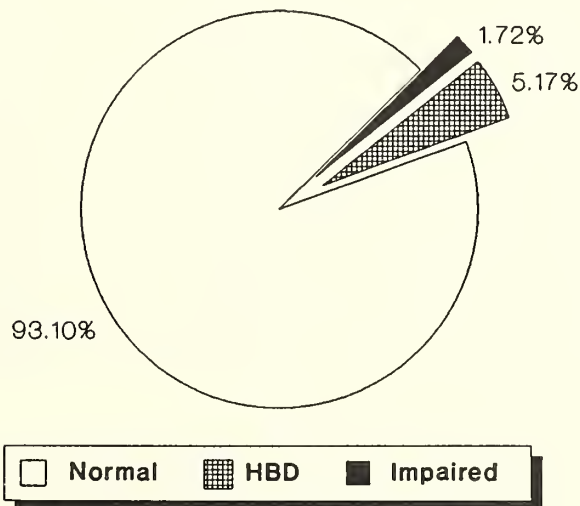
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# HALIBURTON

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





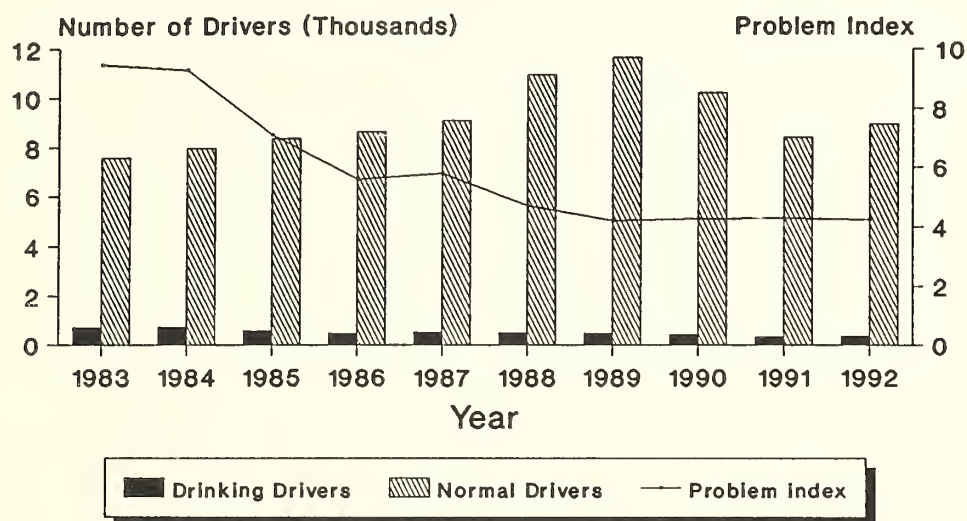
## HALTON REGIONAL MUNICIPALITY

## Drivers Involved in Traffic Crashes, 1983 - 1992

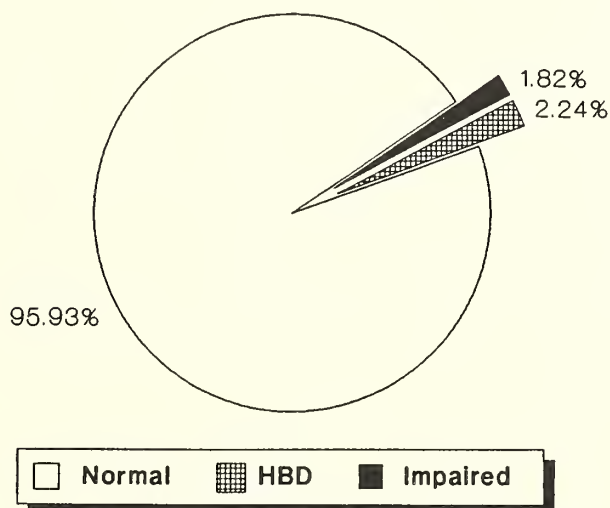
Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	216	96	312	3278	202	96	298	1855	6	11	17	22	424	203	627	5155
1984	230	116	346	3491	189	106	295	2020	4	12	16	32	423	234	657	5543
1985	178	74	252	3694	161	92	253	2030	7	8	15	15	346	174	520	5739
1986	112	91	203	3525	114	85	199	2343	6	9	15	25	232	185	417	5893
1987	108	96	204	3793	127	124	251	2270	7	8	15	30	242	228	470	6093
1988	129	95	224	5052	127	84	211	2267	8	10	18	22	264	189	453	7341
1989	125	110	235	5567	102	84	186	2138	7	3	10	29	234	197	431	7734
1990	108	106	214	4890	90	71	161	1870	2	5	7	25	200	182	382	6785
1991	83	78	161	4044	81	65	146	1438	3	9	12	22	167	152	319	5504
1992	129	82	211	4379	57	60	117	1379	1	4	5	9	187	146	333	5767
<b>Female</b>																
1983	36	10	46	1487	38	6	44	927	0	0	0	5	74	16	90	2419
1984	32	11	43	1529	30	9	39	886	1	0	1	8	63	20	83	2423
1985	29	13	42	1608	25	5	30	1016	1	0	1	3	55	18	73	2627
1986	19	4	23	1612	27	15	42	1134	1	0	1	7	47	19	66	2753
1987	16	9	25	1805	21	9	30	1170	0	0	0	8	37	18	55	2983
1988	22	10	32	2402	19	8	27	1176	0	0	0	4	41	18	59	3582
1989	13	15	28	2705	18	8	26	1183	0	1	1	10	31	24	55	3898
1990	20	13	33	2395	10	7	17	1020	2	0	2	7	32	20	52	3422
1991	11	12	23	2093	11	6	17	804	1	0	1	7	23	18	41	2904
1992	14	11	25	2329	8	13	21	834	0	0	0	14	22	24	46	3177
<b>Total</b>																
1983	252	106	358	4765	240	102	342	2782	6	11	17	27	498	219	717	7574
1984	262	127	389	5020	219	115	334	2906	5	12	17	40	486	254	740	7966
1985	207	87	294	5302	186	97	283	3046	8	8	16	18	401	192	593	8366
1986	131	95	226	5137	141	100	241	3477	7	9	16	32	279	204	483	8646
1987	124	105	229	5598	148	133	281	3440	7	8	15	38	279	246	525	9076
1988	151	105	256	7454	146	92	238	3443	8	10	18	26	305	207	512	10923
1989	138	125	263	8272	120	92	212	3321	7	4	11	39	265	221	486	11632
1990	128	119	247	7285	100	78	178	2890	4	5	9	32	232	202	434	10207
1991	94	90	184	6137	92	71	163	2242	4	9	13	29	190	170	360	8408
1992	143	93	236	6708	65	73	138	2213	1	4	5	23	209	170	379	8944

KEY: HBD -- Drivers reported by police to have been drinking  
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## HALTON REGIONAL MUNICIPALITY Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## HAMILTON-WENTWORTH REGIONAL MUNICIPALITY

## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	251	150	401	5639	316	128	444	3609	5	9	14	22	572	287	859	9270
1984	252	163	415	5742	236	137	373	3682	7	9	16	36	495	309	804	9460
1985	181	141	322	5788	228	155	383	4343	5	10	15	32	414	306	720	10163
1986	160	130	290	5549	175	175	350	4511	5	7	12	37	340	312	652	10097
1987	160	130	290	5967	173	160	333	4992	7	12	19	39	340	302	642	10998
1988	185	145	330	7429	150	117	267	4271	9	4	13	38	344	266	610	11738
1989	190	136	326	7519	130	128	258	4439	5	5	10	35	325	269	594	11993
1990	103	133	236	5233	106	118	224	3527	3	6	9	33	212	257	469	8793
1991	98	114	212	4749	101	103	204	2803	1	6	7	29	200	223	423	7581
1992	107	130	237	5019	86	104	190	2739	1	3	4	28	194	237	431	7786
<b>Female</b>																
1983	28	7	35	1974	42	13	55	1352	0	1	1	8	70	21	91	3334
1984	19	22	41	2143	27	19	46	1384	0	1	1	7	46	42	88	3534
1985	13	11	24	2206	25	18	43	1687	1	0	1	4	39	29	68	3897
1986	26	10	36	2229	19	16	35	1904	0	0	0	13	45	26	71	4146
1987	25	9	34	2333	28	12	40	2183	0	2	2	5	53	23	76	4521
1988	27	24	51	3021	22	10	32	1953	0	1	1	9	49	35	84	4983
1989	21	16	37	3220	10	15	25	2094	0	1	1	8	31	32	63	5322
1990	12	11	23	2279	13	7	20	1727	0	0	0	3	25	18	43	4009
1991	18	15	33	2037	15	7	22	1431	0	0	0	4	33	22	55	3472
1992	12	17	29	2171	15	14	29	1501	0	1	1	10	27	32	59	3682
<b>Total</b>																
1983	279	157	436	7613	358	141	499	4961	5	10	15	30	642	308	950	12604
1984	271	185	456	7885	263	156	419	5066	7	10	17	43	541	351	892	12994
1985	194	152	346	7994	253	173	426	6030	6	10	16	36	453	335	788	14060
1986	186	140	326	7778	194	191	385	6415	5	7	12	50	385	338	723	14243
1987	185	139	324	8300	201	172	373	7175	7	14	21	44	393	325	718	15519
1988	212	169	381	10450	172	127	299	6224	9	5	14	47	393	301	694	16721
1989	211	152	363	10739	140	143	283	6533	5	6	11	43	356	301	657	17315
1990	115	144	259	7512	119	125	244	5254	3	6	9	36	237	275	512	12802
1991	116	129	245	6786	116	110	226	4234	1	6	7	33	233	245	478	11053
1992	119	147	266	7190	101	118	219	4240	1	4	5	38	221	269	490	11468

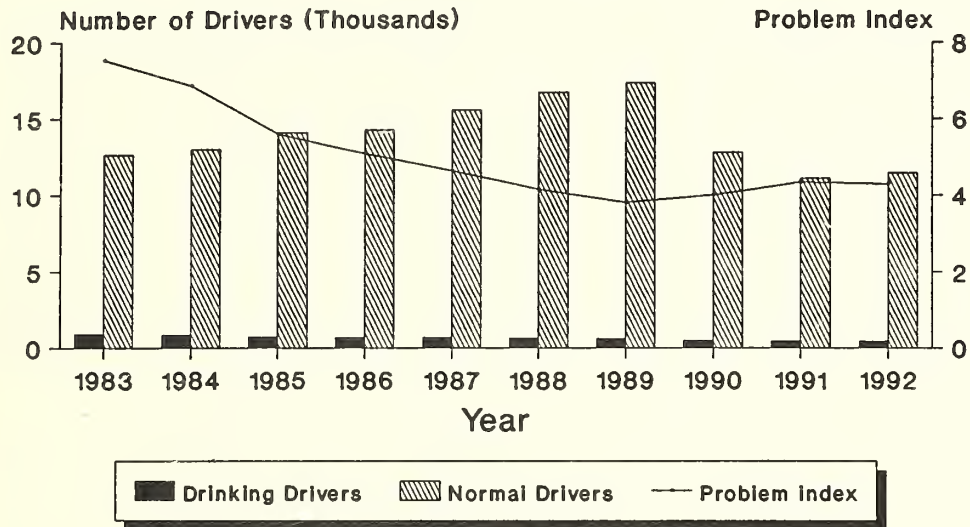
KEY: HBD -- Drivers reported by police to have been drinking

IMP -- Drivers judged by police to have their ability to drive impaired by alcohol

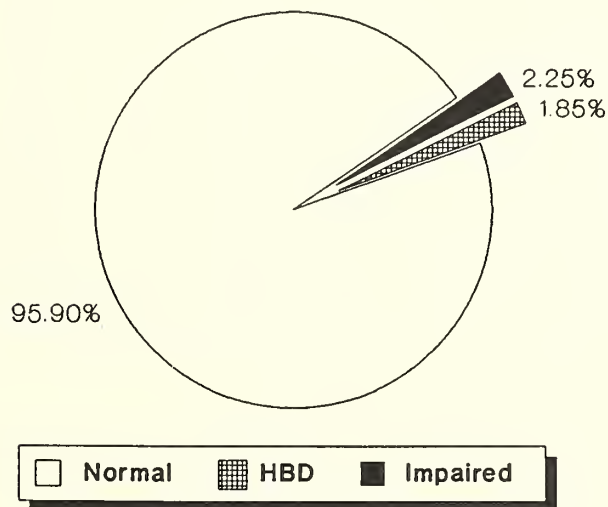
D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP

NOR -- Drivers whose condition was reported by police as "normal"

## HAMILTON-WENTWORTH REGIONAL MUNICIPALITY Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## HASTINGS

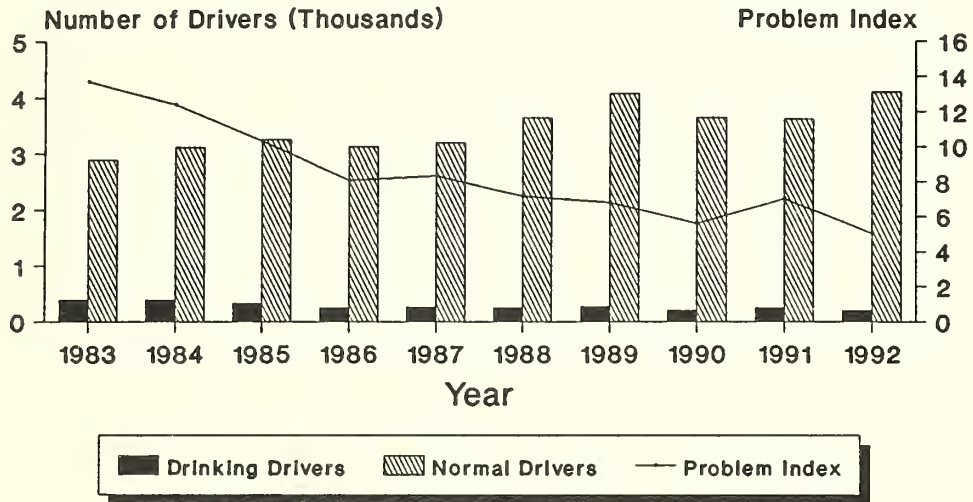
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	106	62	168	1354	104	67	171	673	4	6	10	12	214	135	349	2039
1984	114	70	184	1432	100	53	153	716	5	9	14	17	219	132	351	2165
1985	77	43	120	1413	104	53	157	797	8	6	14	9	189	102	291	2219
1986	58	43	101	1395	74	41	115	702	4	5	9	12	136	89	225	2109
1987	79	32	111	1337	74	47	121	745	1	9	10	19	154	88	242	2101
1988	83	44	127	1679	56	42	98	737	4	1	5	12	143	87	230	2428
1989	83	55	138	1941	57	40	97	739	3	5	8	14	143	100	243	2694
1990	64	46	110	1697	44	31	75	638	2	5	7	14	110	82	192	2349
1991	64	56	120	1636	66	35	101	663	1	4	5	19	131	95	226	2318
1992	66	39	105	2010	52	21	73	641	2	6	8	14	120	66	186	2665
<b>Female</b>																
1983	25	5	30	565	13	3	16	281	2	0	2	4	40	8	48	850
1984	15	5	20	654	11	3	14	296	2	1	3	7	28	9	37	957
1985	11	6	17	669	19	9	28	365	1	0	1	8	31	15	46	1042
1986	12	1	13	643	10	4	14	372	0	1	1	3	22	6	28	1018
1987	5	4	9	644	12	2	14	446	1	0	1	3	18	6	24	1093
1988	13	5	18	810	11	2	13	403	0	0	0	2	24	7	31	1215
1989	10	8	18	984	7	7	14	385	1	1	2	9	18	16	34	1378
1990	3	2	5	903	6	2	8	384	0	0	0	7	9	4	13	1294
1991	8	7	15	875	10	4	14	416	0	0	0	8	18	11	29	1299
1992	11	2	13	1044	8	2	10	392	0	0	0	4	19	4	23	1440
<b>Total</b>																
1983	131	67	198	1919	117	70	187	954	6	6	12	16	254	143	397	2889
1984	129	75	204	2086	111	56	167	1012	7	10	17	24	247	141	388	3122
1985	88	49	137	2082	123	62	185	1162	9	6	15	17	220	117	337	3261
1986	70	44	114	2038	84	45	129	1074	4	6	10	15	158	95	253	3127
1987	84	36	120	1981	86	49	135	1191	2	9	11	22	172	94	266	3194
1988	96	49	145	2489	67	44	111	1140	4	1	5	14	167	94	261	3643
1989	93	63	156	2925	64	47	111	1124	4	6	10	23	161	116	277	4072
1990	67	48	115	2600	50	33	83	1022	2	5	7	21	119	86	205	3643
1991	72	63	135	2511	76	39	115	1079	1	4	5	27	149	106	255	3617
1992	77	41	118	3054	60	23	83	1033	2	6	8	18	139	70	209	4105

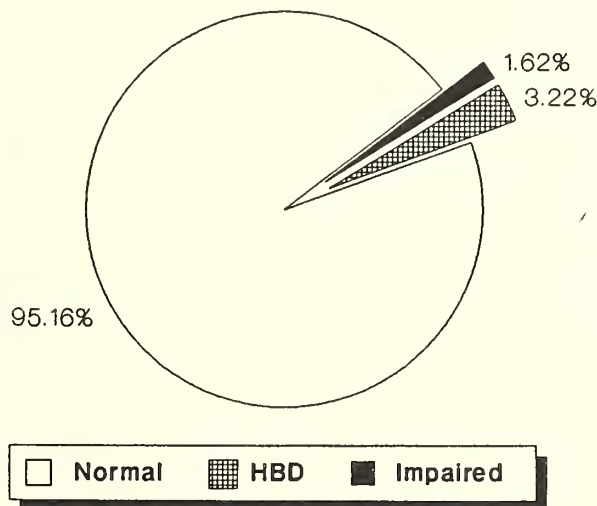
KEY: HBD -- Drivers reported by police to have been drinking  
IMP -- Drivers judged by police to have their ability to drive impaired by alcohol  
D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP  
NOR -- Drivers whose condition was reported by police as "normal"

# HASTINGS

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## HURON

## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	92	14	106	571	101	14	115	245	2	6	8	5	195	34	229	821
1984	77	9	86	584	87	13	100	235	4	5	9	8	168	27	195	827
1985	75	15	90	572	70	12	82	288	1	4	5	7	146	31	177	867
1986	46	16	62	491	49	17	66	238	1	5	6	6	96	38	134	735
1987	47	14	61	452	42	13	55	291	0	1	1	8	89	28	117	751
1988	45	9	54	528	42	14	56	222	2	4	6	4	89	27	116	754
1989	34	7	41	583	22	7	29	251	1	1	2	8	57	15	72	842
1990	30	11	41	534	29	9	38	216	4	0	4	6	63	20	83	756
1991	33	5	38	539	18	11	29	212	1	1	2	11	52	17	69	762
1992	22	9	31	557	32	11	43	172	1	0	1	9	55	20	75	738
<b>Female</b>																
1983	7	0	7	223	9	2	11	112	0	0	0	3	16	2	18	338
1984	7	2	9	254	9	1	10	114	0	2	2	6	16	5	21	374
1985	10	1	11	256	11	0	11	140	0	1	1	2	21	2	23	398
1986	4	1	5	253	5	3	8	157	0	0	0	5	9	4	13	415
1987	3	4	7	235	2	0	2	164	0	1	1	4	5	5	10	403
1988	3	1	4	298	5	0	5	154	0	0	0	2	8	1	9	454
1989	5	2	7	291	7	0	7	154	0	0	0	3	12	2	14	448
1990	6	2	8	257	4	0	4	122	1	0	1	2	11	2	13	381
1991	5	0	5	296	4	0	4	141	0	0	0	3	9	0	9	440
1992	2	1	3	274	5	0	5	109	1	0	1	4	8	1	9	387
<b>Total</b>																
1983	99	14	113	794	110	16	126	357	2	6	8	8	211	36	247	1159
1984	84	11	95	838	96	14	110	349	4	7	11	14	184	32	216	1201
1985	85	16	101	828	81	12	93	428	1	5	6	9	167	33	200	1265
1986	50	17	67	744	54	20	74	395	1	5	6	11	105	42	147	1150
1987	50	18	68	687	44	13	57	455	0	2	2	12	94	33	127	1154
1988	48	10	58	826	47	14	61	376	2	4	6	6	97	28	125	1208
1989	39	9	48	874	29	7	36	405	1	1	2	11	69	17	86	1290
1990	36	13	49	791	33	9	42	338	5	0	5	8	74	22	96	1137
1991	38	5	43	835	22	11	33	353	1	1	2	14	61	17	78	1202
1992	24	10	34	831	37	11	48	281	2	0	2	13	63	21	84	1125

KEY: HBD -- Drivers reported by police to have been drinking

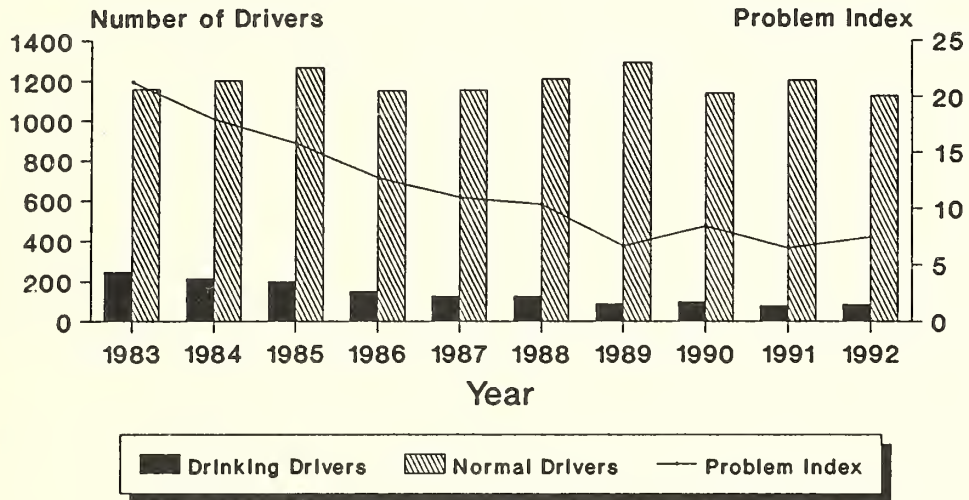
IMP -- Drivers judged by police to have their ability to drive impaired by alcohol

D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP

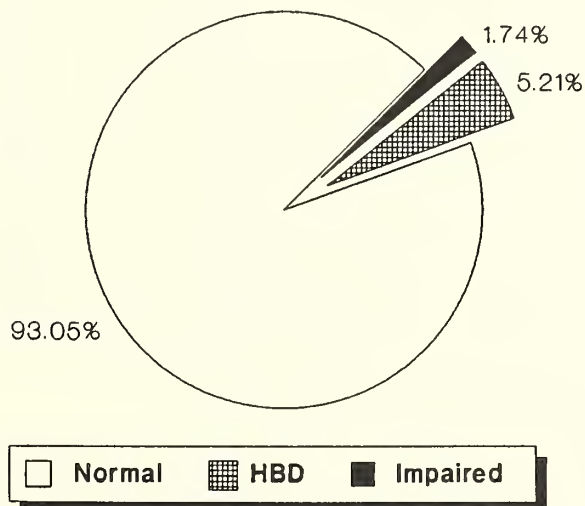
NOR -- Drivers whose condition was reported by police as "normal"

# HURON

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## KENORA

## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	76	42	118	711	53	35	88	234	0	3	3	11	129	80	209	956
1984	74	37	111	846	65	32	97	288	0	2	2	12	139	71	210	1146
1985	48	22	70	746	35	32	67	334	3	5	8	9	86	59	145	1089
1986	42	31	73	725	36	22	58	307	2	2	4	13	80	55	135	1045
1987	41	26	67	652	49	18	67	336	3	4	7	14	93	48	141	1002
1988	38	20	58	898	24	12	36	284	2	3	5	9	64	35	99	1191
1989	33	17	50	1001	21	19	40	258	3	1	4	14	57	37	94	1273
1990	30	23	53	767	28	23	51	218	2	2	4	12	60	48	108	997
1991	31	16	47	807	12	23	35	174	0	3	3	5	43	42	85	986
1992	28	20	48	996	21	11	32	229	1	4	5	5	50	35	85	1230
<b>Female</b>																
1983	11	7	18	203	6	7	13	99	0	1	1	2	17	15	32	304
1984	7	4	11	246	3	2	5	117	1	1	2	0	11	7	18	363
1985	9	5	14	233	10	2	12	94	0	1	1	2	19	8	27	329
1986	5	2	7	230	6	3	9	128	0	1	1	0	11	6	17	358
1987	7	8	15	217	8	4	12	147	0	0	0	1	15	12	27	365
1988	11	7	18	336	2	6	8	126	1	0	1	0	14	13	27	462
1989	4	4	8	351	5	3	8	101	0	0	0	4	9	7	16	456
1990	5	4	9	248	2	2	4	76	1	1	2	0	8	7	15	324
1991	8	3	11	360	5	1	6	111	0	1	1	1	13	5	18	472
1992	8	4	12	404	5	6	11	124	0	1	1	3	13	11	24	531
<b>Total</b>																
1983	87	49	136	914	59	42	101	333	0	4	4	13	146	95	241	1260
1984	81	41	122	1092	68	34	102	405	1	3	4	12	150	78	228	1509
1985	57	27	84	979	45	34	79	428	3	6	9	11	105	67	172	1418
1986	47	33	80	955	42	25	67	435	2	3	5	13	91	61	152	1403
1987	48	34	82	869	57	22	79	483	3	4	7	15	108	60	168	1367
1988	49	27	76	1234	26	18	44	410	3	3	6	9	78	48	126	1653
1989	37	21	58	1352	26	22	48	359	3	1	4	18	66	44	110	1729
1990	35	27	62	1015	30	25	55	294	3	3	6	12	68	55	123	1321
1991	39	19	58	1167	17	24	41	285	0	4	4	6	56	47	103	1458
1992	36	24	60	1400	26	17	43	353	1	5	6	8	63	46	109	1761

KEY: HBD -- Drivers reported by police to have been drinking

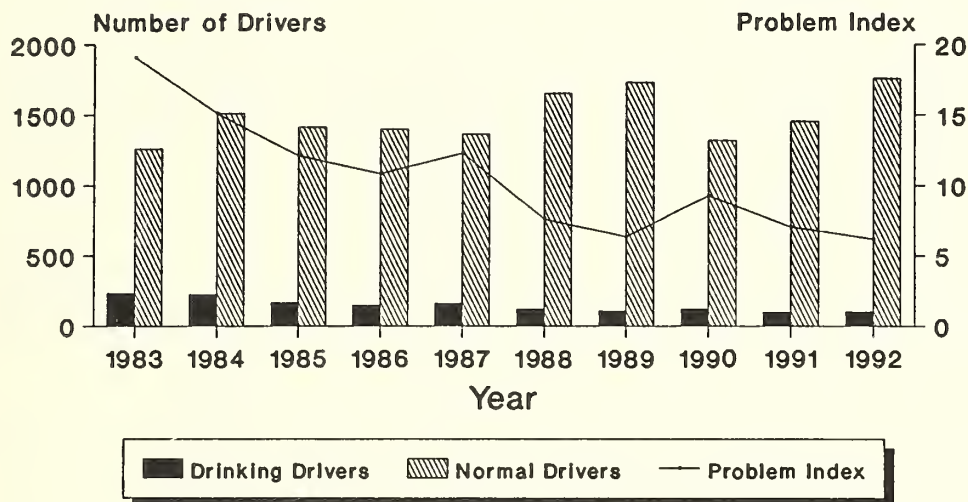
IMP -- Drivers judged by police to have their ability to drive impaired by alcohol

D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP

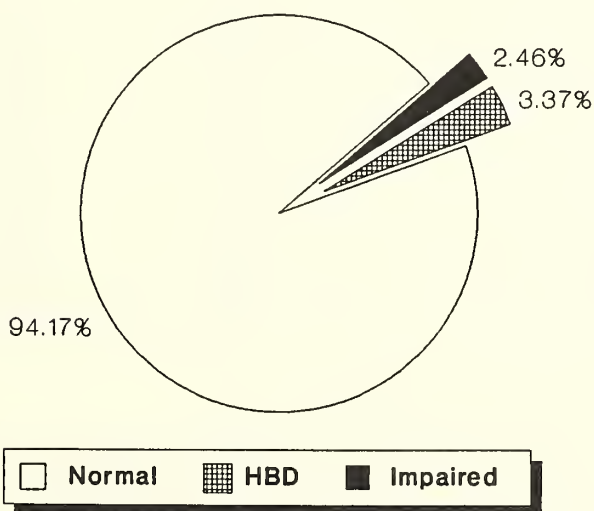
NOR -- Drivers whose condition was reported by police as "normal"

# KENORA

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## KENT

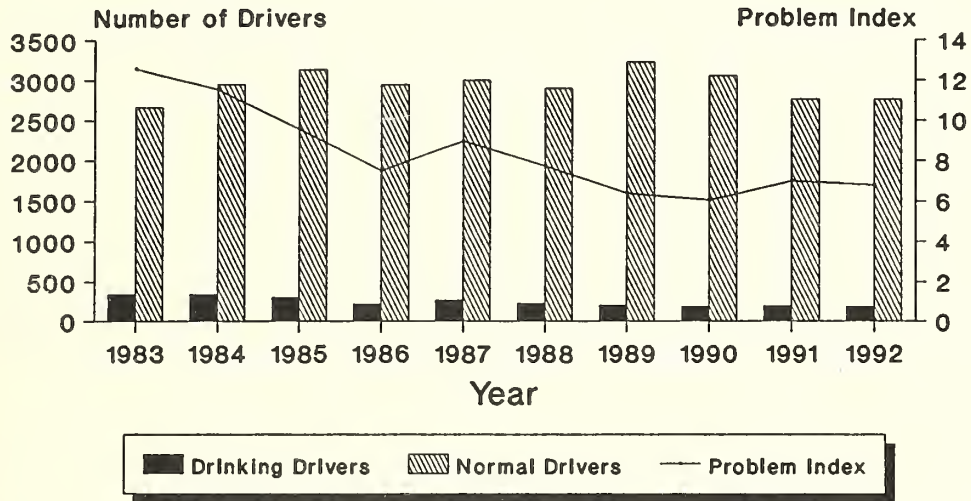
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	81	54	135	1160	126	36	162	682	2	8	10	6	209	98	307	1848
1984	88	41	129	1297	128	35	163	721	4	8	12	9	220	84	304	2027
1985	67	37	104	1318	98	48	146	835	3	4	7	17	168	89	257	2170
1986	55	31	86	1217	75	33	108	755	2	5	7	8	132	69	201	1980
1987	73	27	100	1155	88	39	127	802	4	3	7	10	165	69	234	1967
1988	62	32	94	1224	62	32	94	658	4	4	8	11	128	68	196	1893
1989	56	34	90	1369	49	38	87	654	1	0	1	6	106	72	178	2029
1990	51	38	89	1295	40	30	70	605	3	1	4	7	94	69	163	1907
1991	62	29	91	1190	49	36	85	525	0	2	2	12	111	67	178	1727
1992	52	37	89	1234	36	29	65	447	2	4	6	11	90	70	160	1692
<b>Female</b>																
1983	8	3	11	524	13	3	16	284	1	0	1	5	22	6	28	813
1984	15	4	19	583	12	5	17	333	0	0	0	2	27	9	36	918
1985	16	6	22	526	17	3	20	426	0	0	0	4	33	9	42	956
1986	7	4	11	565	7	1	8	391	0	0	0	4	14	5	19	960
1987	9	6	15	600	13	5	18	423	1	0	1	5	23	11	34	1028
1988	9	4	13	631	10	3	13	367	1	0	1	3	20	7	27	1001
1989	8	7	15	795	10	1	11	389	0	1	1	4	18	9	27	1188
1990	6	3	9	772	6	6	12	369	0	0	0	4	12	9	21	1145
1991	4	1	5	677	6	3	9	357	0	1	1	2	10	5	15	1036
1992	6	9	15	750	7	5	12	316	0	1	1	7	13	15	28	1073
<b>Total</b>																
1983	89	57	146	1684	139	39	178	966	3	8	11	11	231	104	335	2661
1984	103	45	148	1880	140	40	180	1054	4	8	12	11	247	93	340	2945
1985	83	43	126	1844	115	51	166	1261	3	4	7	21	201	98	299	3126
1986	62	35	97	1782	82	34	116	1146	2	5	7	12	146	74	220	2940
1987	82	33	115	1755	101	44	145	1225	5	3	8	15	188	80	268	2995
1988	71	36	107	1855	72	35	107	1025	5	4	9	14	148	75	223	2894
1989	64	41	105	2164	59	39	98	1043	1	1	2	10	124	81	205	3217
1990	57	41	98	2067	46	36	82	974	3	1	4	11	106	78	184	3052
1991	66	30	96	1867	55	39	94	882	0	3	3	14	121	72	193	2763
1992	58	46	104	1984	43	34	77	763	2	5	7	18	103	85	188	2765

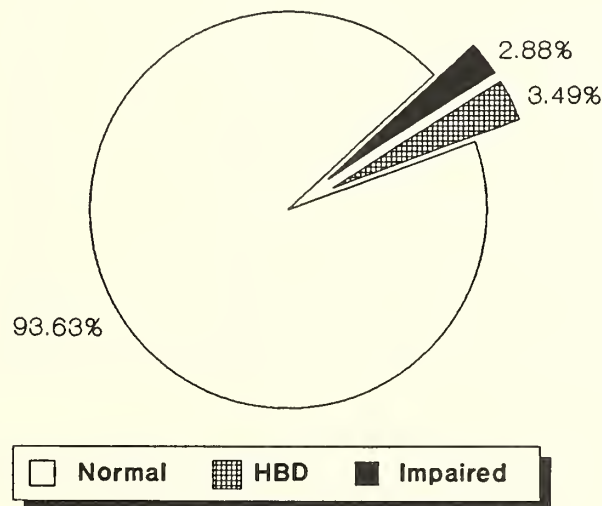
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# KENT

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## LAMBTON

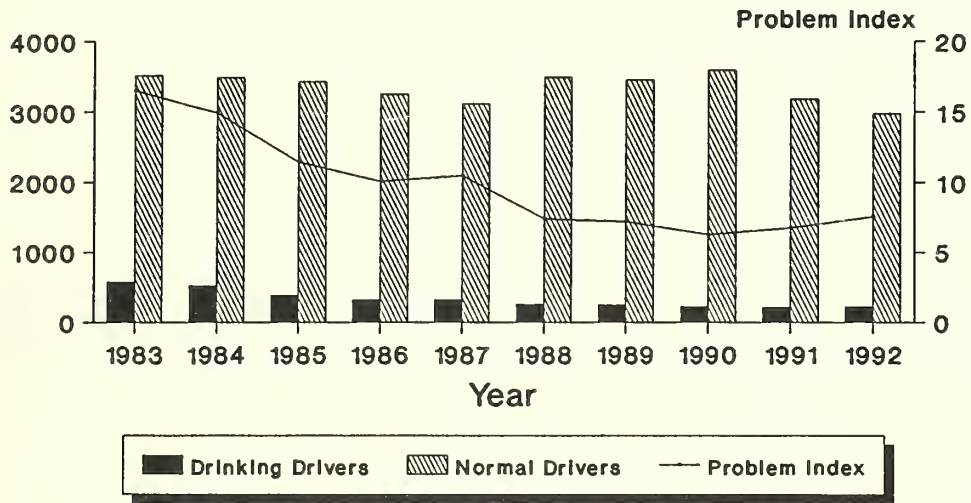
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	204	58	262	1575	193	38	231	780	5	7	12	16	402	103	505	2371
1984	164	49	213	1598	184	48	232	713	1	5	6	7	349	102	451	2318
1985	101	45	146	1461	146	45	191	805	2	0	2	12	249	90	339	2278
1986	91	25	116	1319	116	44	160	769	2	3	5	12	209	72	281	2100
1987	95	43	138	1284	106	27	133	702	2	5	7	7	203	75	278	1993
1988	84	36	120	1502	76	23	99	638	0	3	3	14	160	62	222	2154
1989	89	28	117	1527	61	24	85	630	1	5	6	8	151	57	208	2165
1990	69	26	95	1705	61	27	88	541	0	4	4	8	130	57	187	2254
1991	65	39	104	1474	59	16	75	472	2	4	6	6	126	59	185	1952
1992	68	39	107	1372	54	29	83	436	0	4	4	6	122	72	194	1814
<b>Female</b>																
1983	26	10	36	769	32	6	38	367	0	0	0	3	58	16	74	1139
1984	32	7	39	782	25	4	29	381	0	1	1	2	57	12	69	1165
1985	22	4	26	755	24	2	26	391	0	0	0	0	46	6	52	1146
1986	14	6	20	688	18	6	24	446	0	1	1	8	32	13	45	1142
1987	17	6	23	663	19	6	25	453	0	0	0	8	36	12	48	1124
1988	13	7	20	919	12	4	16	415	0	0	0	3	25	11	36	1337
1989	16	3	19	934	16	5	21	353	0	1	1	1	32	9	41	1288
1990	14	8	22	991	9	5	14	340	0	1	1	6	23	14	37	1337
1991	9	6	15	917	9	5	14	312	0	1	1	1	18	12	30	1230
1992	13	3	16	828	10	2	12	335	1	2	3	1	24	7	31	1164
<b>Total</b>																
1983	230	68	298	2344	225	44	269	1147	5	7	12	19	460	119	579	3510
1984	196	56	252	2380	209	52	261	1094	1	6	7	9	406	114	520	3483
1985	123	49	172	2216	170	47	217	1196	2	0	2	12	295	96	391	3424
1986	105	31	136	2007	134	50	184	1215	2	4	6	20	241	85	326	3242
1987	112	49	161	1947	125	33	158	1155	2	5	7	15	239	87	326	3117
1988	97	43	140	2421	88	27	115	1053	0	3	3	17	185	73	258	3491
1989	105	31	136	2461	77	29	106	983	1	6	7	9	183	66	249	3453
1990	83	34	117	2696	70	32	102	881	0	5	5	14	153	71	224	3591
1991	74	45	119	2391	68	21	89	784	2	5	7	7	144	71	215	3182
1992	81	42	123	2200	64	31	95	771	1	6	7	7	146	79	225	2978

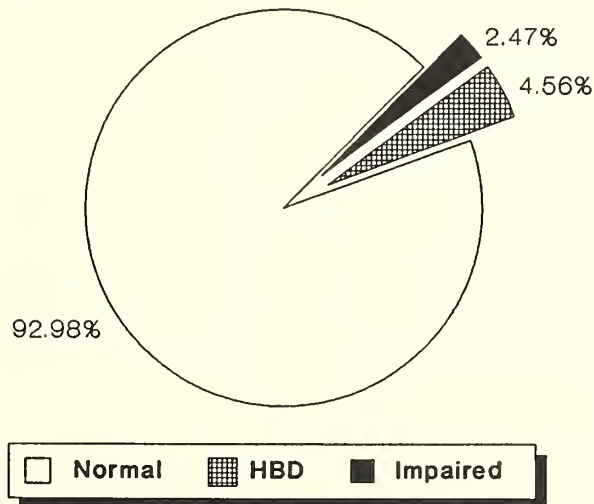
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# LAMBTON

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## LANARK

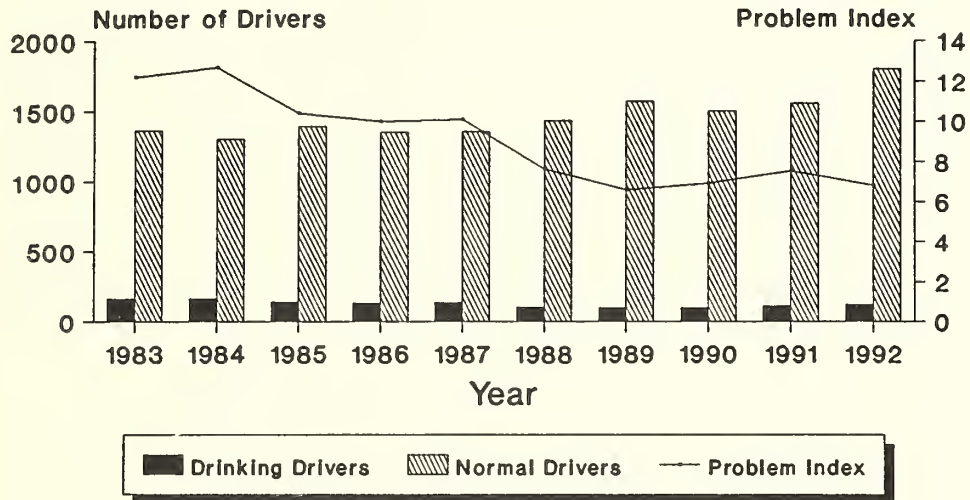
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	50	26	76	670	58	17	75	296	0	5	5	8	108	48	156	974
1984	48	17	65	613	51	26	77	282	3	2	5	7	102	45	147	902
1985	48	21	69	658	42	21	63	318	1	0	1	8	91	42	133	984
1986	42	14	56	626	41	11	52	315	3	2	5	7	86	27	113	948
1987	38	19	57	621	43	27	70	305	0	1	1	8	81	47	128	934
1988	27	14	41	654	43	12	55	287	2	2	4	9	72	28	100	950
1989	28	11	39	710	34	11	45	340	5	3	8	12	67	25	92	1062
1990	31	22	53	742	28	11	39	263	1	2	3	9	60	35	95	1014
1991	35	18	53	735	38	15	53	257	0	0	0	5	73	33	106	997
1992	39	23	62	880	28	10	38	301	0	3	3	8	67	36	103	1189
<b>Female</b>																
1983	4	0	4	276	6	1	7	113	0	0	0	2	10	1	11	391
1984	4	2	6	293	11	1	12	109	0	1	1	3	15	4	19	405
1985	5	3	8	279	3	1	4	129	0	0	0	1	8	4	12	409
1986	6	3	9	254	8	5	13	148	0	0	0	1	14	8	22	403
1987	4	1	5	276	4	0	4	146	0	0	0	2	8	1	9	424
1988	3	1	4	326	3	2	5	154	0	0	0	3	6	3	9	483
1989	3	1	4	345	8	0	8	162	0	0	0	3	11	1	12	510
1990	3	0	3	338	5	1	6	147	0	0	0	4	8	1	9	489
1991	2	2	4	430	4	3	7	128	0	0	0	1	6	5	11	559
1992	6	2	8	472	9	1	10	137	0	2	2	2	15	5	20	611
<b>Total</b>																
1983	54	26	80	946	64	18	82	409	0	5	5	10	118	49	167	1365
1984	52	19	71	906	62	27	89	391	3	3	6	10	117	49	166	1307
1985	53	24	77	937	45	22	67	447	1	0	1	9	99	46	145	1393
1986	48	17	65	880	49	16	65	463	3	2	5	8	100	35	135	1351
1987	42	20	62	897	47	27	74	451	0	1	1	10	89	48	137	1358
1988	30	15	45	980	46	14	60	441	2	2	4	12	78	31	109	1433
1989	31	12	43	1055	42	11	53	502	5	3	8	15	78	26	104	1572
1990	34	22	56	1080	33	12	45	410	1	2	3	13	68	36	104	1503
1991	37	20	57	1165	42	18	60	385	0	0	0	6	79	38	117	1556
1992	45	25	70	1352	37	11	48	438	0	5	5	10	82	41	123	1800

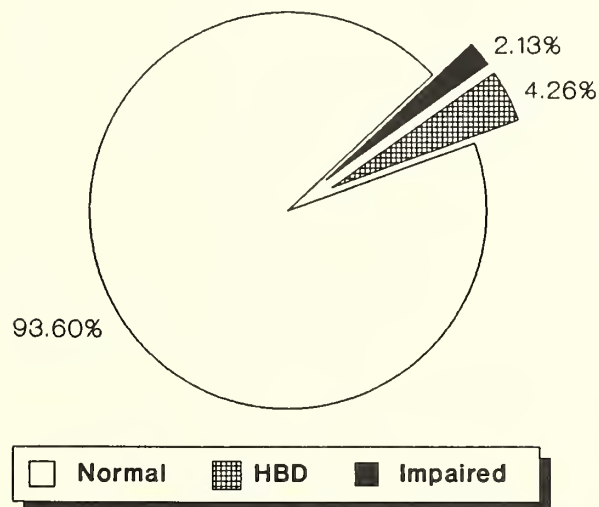
KEY: HBD -- Drivers reported by police to have been drinking  
IMP -- Drivers judged by police to have their ability to drive impaired by alcohol  
D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP  
NOR -- Drivers whose condition was reported by police as "normal"

# LANARK

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## LEEDS

## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	50	44	94	632	61	36	97	339	1	6	7	6	112	86	198	977
1984	60	29	89	695	45	27	72	364	0	5	5	6	105	61	166	1065
1985	49	23	72	715	48	29	77	377	1	5	6	13	98	57	155	1105
1986	38	23	61	833	39	17	56	380	3	4	7	15	80	44	124	1228
1987	34	20	54	684	43	24	67	378	0	3	3	11	77	47	124	1073
1988	34	24	58	750	32	18	50	380	0	2	2	14	66	44	110	1144
1989	37	21	58	907	37	27	64	349	2	2	4	5	76	50	126	1261
1990	32	29	61	828	28	23	51	328	2	3	5	14	62	55	117	1170
1991	27	25	52	772	31	21	52	306	1	3	4	11	59	49	108	1089
1992	30	25	55	928	33	20	53	315	1	2	3	8	64	47	111	1251
<b>Female</b>																
1983	2	5	7	283	13	1	14	168	0	0	0	0	15	6	21	451
1984	9	3	12	334	7	6	13	170	1	0	1	1	17	9	26	505
1985	5	2	7	286	12	3	15	177	0	0	0	3	17	5	22	466
1986	6	2	8	368	7	4	11	198	1	1	2	1	14	7	21	567
1987	4	5	9	335	3	3	6	175	0	0	0	3	7	8	15	513
1988	3	3	6	363	4	4	8	195	0	0	0	5	7	7	14	563
1989	3	0	3	457	4	4	8	209	0	0	0	4	7	4	11	670
1990	4	1	5	400	4	6	10	197	0	1	1	5	8	8	16	602
1991	6	5	11	407	7	2	9	166	0	0	0	2	13	7	20	575
1992	6	2	8	505	7	6	13	184	0	0	0	2	13	8	21	691
<b>Total</b>																
1983	52	49	101	915	74	37	111	507	1	6	7	6	127	92	219	1428
1984	69	32	101	1029	52	33	85	534	1	5	6	7	122	70	192	1570
1985	54	25	79	1001	60	32	92	554	1	5	6	16	115	62	177	1571
1986	44	25	69	1201	46	21	67	578	4	5	9	16	94	51	145	1795
1987	38	25	63	1019	46	27	73	553	0	3	3	14	84	55	139	1586
1988	37	27	64	1113	36	22	58	575	0	2	2	19	73	51	124	1707
1989	40	21	61	1364	41	31	72	558	2	2	4	9	83	54	137	1931
1990	36	30	66	1228	32	29	61	525	2	4	6	19	70	63	133	1772
1991	33	30	63	1179	38	23	61	472	1	3	4	13	72	56	128	1664
1992	36	27	63	1433	40	26	66	499	1	2	3	10	77	55	132	1942

KEY: HBD -- Drivers reported by police to have been drinking

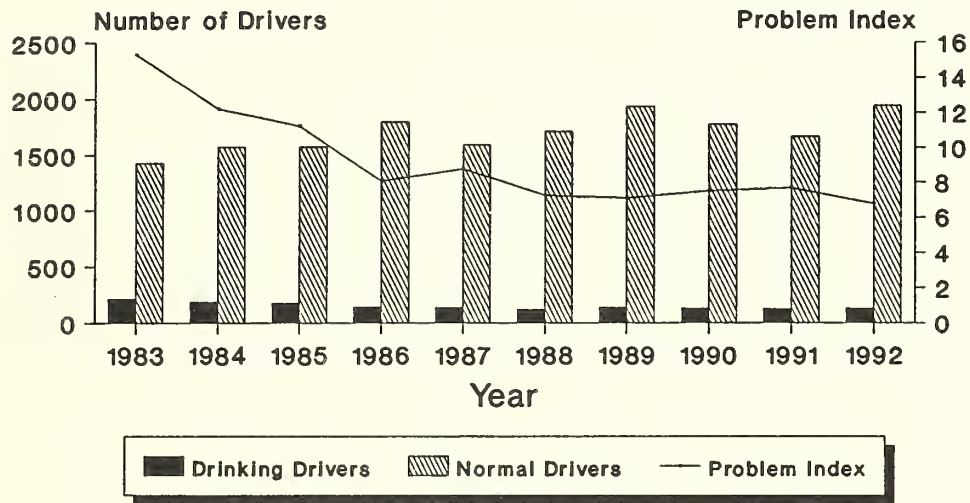
IMP -- Drivers judged by police to have their ability to drive impaired by alcohol

D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP

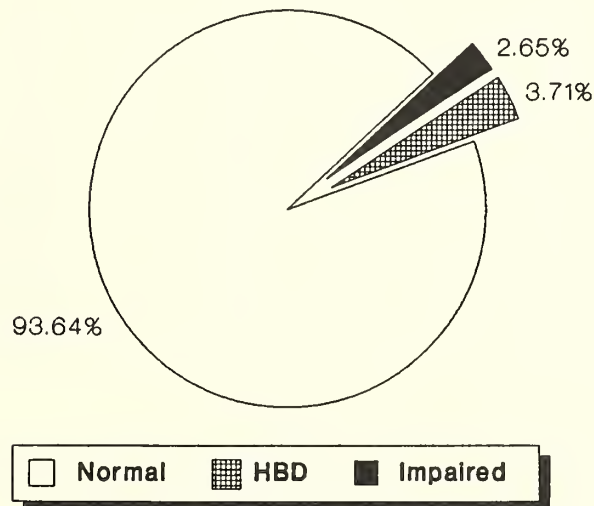
NOR -- Drivers whose condition was reported by police as "normal"

# LEEDS

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## LENNOX and ADDINGTON

## Drivers Involved in Traffic Crashes, 1983 - 1992

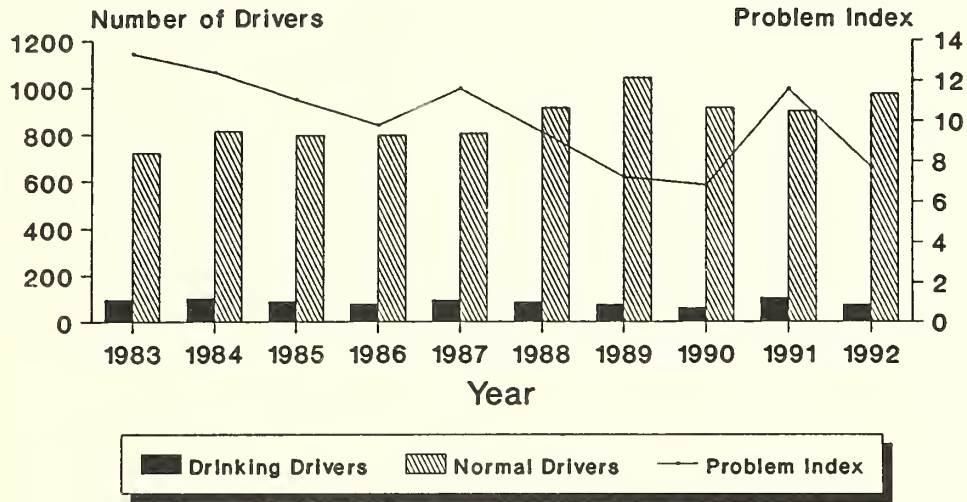
Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	30	9	39	345	28	15	43	148	1	2	3	8	59	26	85	501
1984	33	14	47	365	33	8	41	193	3	3	6	5	69	25	94	563
1985	28	9	37	344	30	6	36	193	1	1	2	6	59	16	75	543
1986	22	12	34	336	26	10	36	207	0	0	0	8	48	22	70	551
1987	24	11	35	358	26	13	39	190	0	3	3	10	50	27	77	558
1988	25	13	38	415	27	12	39	196	1	2	3	1	53	27	80	612
1989	20	12	32	475	25	8	33	227	1	1	2	5	46	21	67	707
1990	17	12	29	399	11	9	20	177	1	3	4	13	29	24	53	589
1991	31	13	44	409	24	20	44	165	1	5	6	13	56	38	94	587
1992	15	16	31	441	21	11	32	171	2	3	5	1	38	30	68	613
<b>Female</b>																
1983	3	3	6	139	5	0	5	79	0	0	0	1	8	3	11	219
1984	2	1	3	168	4	0	4	80	0	0	0	2	6	1	7	250
1985	4	0	4	155	7	2	9	98	0	0	0	0	11	2	13	253
1986	0	0	0	142	8	0	8	99	0	0	0	4	8	0	8	245
1987	2	4	6	154	8	2	10	89	0	0	0	2	10	6	16	245
1988	0	2	2	196	3	1	4	102	0	0	0	2	3	3	6	300
1989	2	1	3	220	2	3	5	111	0	0	0	2	4	4	8	333
1990	5	3	8	219	1	0	1	100	0	0	0	3	6	3	9	322
1991	2	1	3	212	4	3	7	98	0	0	0	1	6	4	10	311
1992	4	1	5	258	1	1	2	101	0	0	0	1	5	2	7	360
<b>Total</b>																
1983	33	12	45	484	33	15	48	227	1	2	3	9	67	29	96	720
1984	35	15	50	533	37	8	45	273	3	3	6	7	75	26	101	813
1985	32	9	41	499	37	8	45	291	1	1	2	6	70	18	88	796
1986	22	12	34	478	34	10	44	306	0	0	0	12	56	22	78	796
1987	26	15	41	512	34	15	49	279	0	3	3	12	60	33	93	803
1988	25	15	40	611	30	13	43	298	1	2	3	3	56	30	86	912
1989	22	13	35	695	27	11	38	338	1	1	2	7	50	25	75	1040
1990	22	15	37	618	12	9	21	277	1	3	4	16	35	27	62	911
1991	33	14	47	621	28	23	51	263	1	5	6	14	62	42	104	898
1992	19	17	36	699	22	12	34	272	2	3	5	2	43	32	75	973

KEY: HBD -- Drivers reported by police to have been drinking  
 IMP -- Drivers judged by police to have their ability to drive impaired by alcohol  
 D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP  
 NOR -- Drivers whose condition was reported by police as "normal"

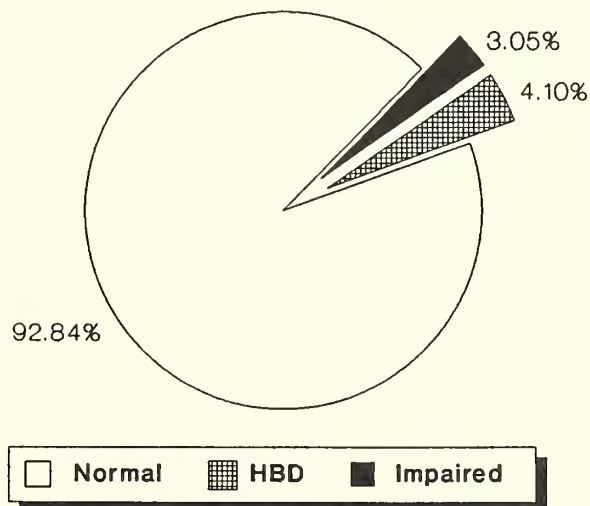


# LENNOX AND ADDINGTON

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes



## MANITOULIN

## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	20	10	30	126	15	11	26	46	2	1	3	4	37	22	59	176
1984	24	9	33	115	14	5	19	36	0	1	1	3	38	15	53	154
1985	20	9	29	105	19	13	32	63	0	1	1	0	39	23	62	168
1986	11	5	16	95	7	10	17	31	1	1	2	0	19	16	35	126
1987	10	6	16	111	11	5	16	47	0	3	3	1	21	14	35	159
1988	9	4	13	98	14	5	19	33	1	2	3	3	24	11	35	134
1989	4	10	14	113	7	10	17	53	2	3	5	2	13	23	36	168
1990	6	4	10	94	8	6	14	29	0	0	0	0	14	10	24	123
1991	12	5	17	86	11	11	22	38	0	0	0	6	23	16	39	130
1992	10	10	20	115	12	7	19	37	1	1	2	3	23	18	41	155
<b>Female</b>																
1983	3	4	7	29	4	0	4	18	0	0	0	0	7	4	11	47
1984	6	1	7	45	1	1	2	24	1	0	1	0	8	2	10	69
1985	5	4	9	24	2	2	4	30	0	0	0	0	7	6	13	54
1986	2	0	2	45	1	3	4	31	0	0	0	0	3	3	6	76
1987	4	1	5	58	6	1	7	24	1	0	1	0	11	2	13	82
1988	1	0	1	51	4	3	7	23	1	0	1	0	6	3	9	74
1989	6	0	6	56	1	1	2	45	0	0	0	1	7	1	8	102
1990	2	2	4	41	3	1	4	19	0	1	1	0	5	4	9	60
1991	1	1	2	51	2	2	4	21	0	0	0	4	3	3	6	76
1992	5	0	5	59	5	1	6	24	0	0	0	2	10	1	11	85
<b>Total</b>																
1983	23	14	37	155	19	11	30	64	2	1	3	4	44	26	70	223
1984	30	10	40	160	15	6	21	60	1	1	2	3	46	17	63	223
1985	25	13	38	129	21	15	36	93	0	1	1	0	46	29	75	222
1986	13	5	18	140	8	13	21	62	1	1	2	0	22	19	41	202
1987	14	7	21	169	17	6	23	71	1	3	4	1	32	16	48	241
1988	10	4	14	149	18	8	26	56	2	2	4	3	30	14	44	208
1989	10	10	20	169	8	11	19	98	2	3	5	3	20	24	44	270
1990	8	6	14	135	11	7	18	48	0	1	1	0	19	14	33	183
1991	13	6	19	137	13	13	26	59	0	0	0	10	26	19	45	206
1992	15	10	25	174	17	8	25	61	1	1	2	5	33	19	52	240

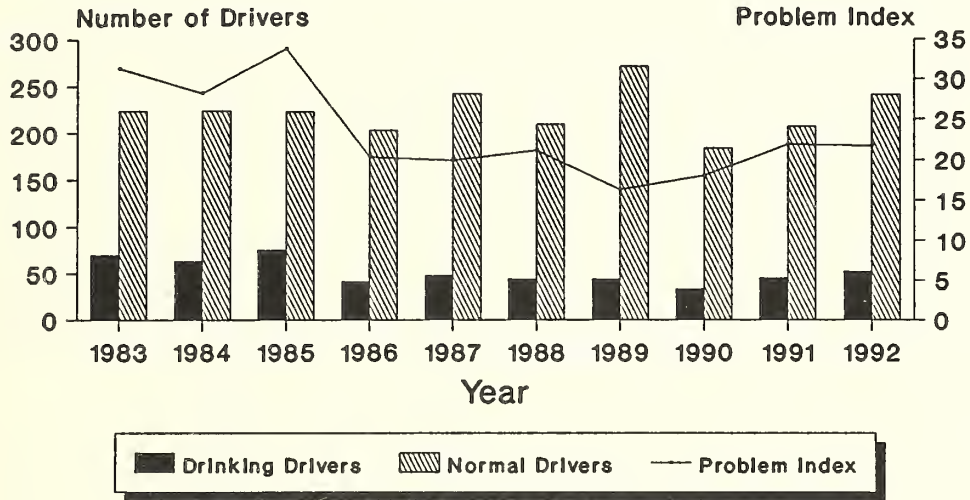
KEY: HBD -- Drivers reported by police to have been drinking

IMP -- Drivers judged by police to have their ability to drive impaired by alcohol

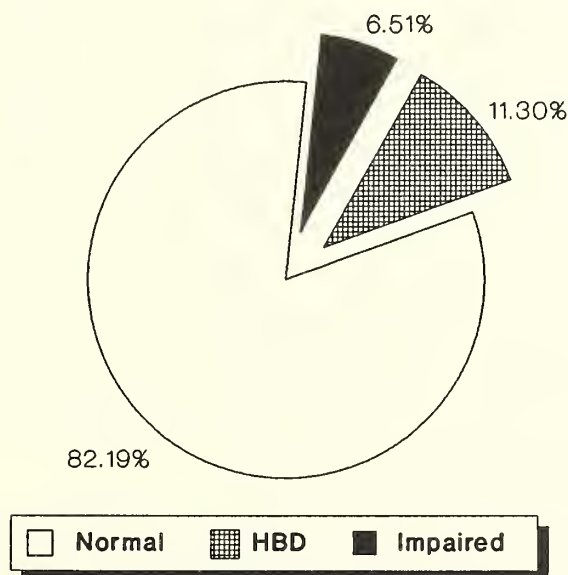
D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP

NOR -- Drivers whose condition was reported by police as "normal"

# MANITOULIN Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## MIDDLESEX

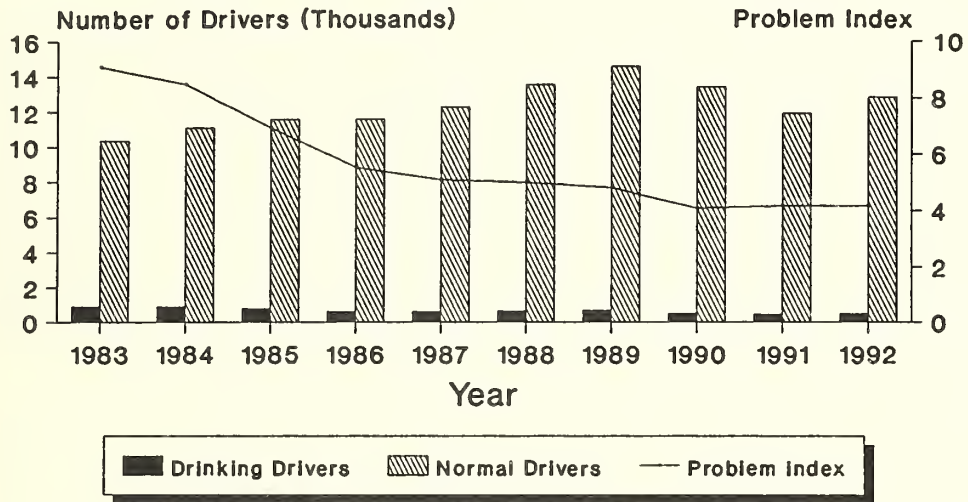
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	316	101	417	4517	275	93	368	2575	6	13	19	32	597	207	804	7124
1984	303	100	403	4814	297	92	389	2789	9	10	19	30	609	202	811	7633
1985	237	87	324	4496	263	95	358	3304	4	9	13	33	504	191	695	7833
1986	198	72	270	4374	177	110	287	3194	5	13	18	28	380	195	575	7596
1987	153	77	230	4543	190	102	292	3429	5	6	11	30	348	185	533	8002
1988	174	100	274	5507	183	119	302	3352	2	11	13	35	359	230	589	8894
1989	207	114	321	5921	165	110	275	3539	4	4	8	33	376	228	604	9493
1990	153	93	246	5489	134	86	220	3148	5	4	9	26	292	183	475	8663
1991	139	85	224	4963	115	77	192	2627	3	7	10	24	257	169	426	7614
1992	148	101	249	5692	111	96	207	2541	3	6	9	36	262	203	465	8269
<b>Female</b>																
1983	55	15	70	2003	55	15	70	1253	0	2	2	9	110	32	142	3265
1984	50	18	68	2163	51	10	61	1317	3	1	4	8	104	29	133	3488
1985	40	20	60	2099	39	9	48	1631	0	1	1	7	79	30	109	3737
1986	23	7	30	2183	28	9	37	1795	0	0	0	14	51	16	67	3992
1987	30	6	36	2317	29	20	49	1927	2	2	4	8	61	28	89	4252
1988	28	14	42	2731	31	12	43	1925	2	0	2	12	61	26	87	4668
1989	35	18	53	2992	22	18	40	2079	1	1	2	4	58	37	95	5075
1990	23	12	35	2825	18	18	36	1903	0	0	0	12	41	30	71	4740
1991	28	11	39	2580	12	14	26	1656	2	2	4	11	42	27	69	4277
1992	24	17	41	2890	14	13	27	1690	1	1	2	8	39	31	70	4588
<b>Total</b>																
1983	371	116	487	6520	330	108	438	3828	6	15	21	41	707	239	946	10389
1984	353	118	471	6977	348	102	450	4106	12	11	23	38	713	231	944	11121
1985	277	107	384	6595	302	104	406	4935	4	10	14	40	583	221	804	11570
1986	221	79	300	6557	205	119	324	4989	5	13	18	42	431	211	642	11588
1987	183	83	266	6860	219	122	341	5356	7	8	15	38	409	213	622	12254
1988	202	114	316	8238	214	131	345	5277	4	11	15	47	420	256	676	13562
1989	242	132	374	8913	187	128	315	5618	5	5	10	37	434	265	699	14568
1990	176	105	281	8314	152	104	256	5051	5	4	9	38	333	213	546	13403
1991	167	96	263	7543	127	91	218	4313	5	9	14	35	299	196	495	11891
1992	172	118	290	8582	125	109	234	4231	4	7	11	44	301	234	535	12857

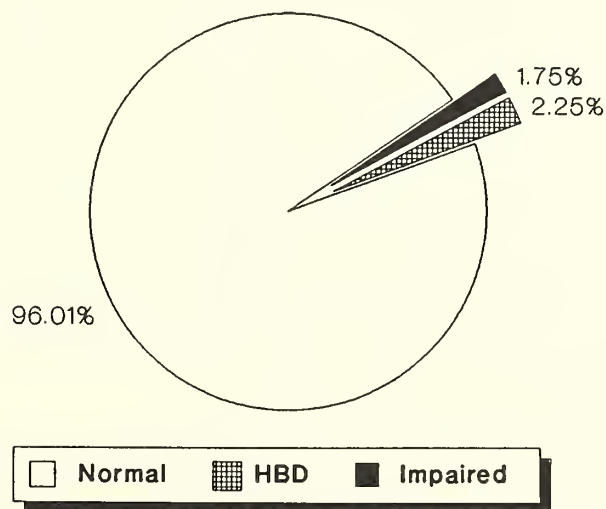
KEY: HBD -- Drivers reported by police to have been drinking  
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 D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP  
 NOR -- Drivers whose condition was reported by police as "normal"

# MIDDLESEX

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## MUSKOKA

## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	50	32	82	615	72	27	99	314	2	8	10	8	124	67	191	937
1984	59	25	84	710	53	22	75	332	8	6	14	10	120	53	173	1052
1985	49	14	63	670	52	22	74	359	5	1	6	14	106	37	143	1043
1986	41	24	65	636	53	21	74	366	3	5	8	11	97	50	147	1013
1987	56	16	72	708	55	25	80	373	2	3	5	19	113	44	157	1100
1988	35	24	59	820	40	22	62	344	0	2	2	15	75	48	123	1179
1989	48	21	69	981	27	27	54	355	1	0	1	6	76	48	124	1342
1990	40	28	68	885	35	16	51	372	0	5	5	7	75	49	124	1264
1991	36	20	56	871	33	15	48	289	0	3	3	10	69	38	107	1170
1992	44	25	69	800	28	23	51	283	2	2	4	5	74	50	124	1088
<b>Female</b>																
1983	7	0	7	212	5	3	8	145	0	0	0	1	12	3	15	358
1984	4	1	5	267	8	6	14	128	2	0	2	3	14	7	21	398
1985	8	3	11	289	8	1	9	127	0	1	1	7	16	5	21	423
1986	3	2	5	249	1	1	2	167	0	1	1	5	4	4	8	421
1987	3	0	3	281	9	5	14	182	0	1	1	3	12	6	18	466
1988	7	5	12	374	5	0	5	176	0	0	0	4	12	5	17	554
1989	6	3	9	428	8	2	10	198	0	0	0	2	14	5	19	628
1990	4	3	7	405	4	4	8	164	0	1	1	1	8	8	16	570
1991	7	2	9	411	4	3	7	174	1	0	1	3	12	5	17	588
1992	4	4	8	420	4	4	8	187	0	0	0	0	8	8	16	607
<b>Total</b>																
1983	57	32	89	827	77	30	107	459	2	8	10	9	136	70	206	1295
1984	63	26	89	977	61	28	89	460	10	6	16	13	134	60	194	1450
1985	57	17	74	959	60	23	83	486	5	2	7	21	122	42	164	1466
1986	44	26	70	885	54	22	76	533	3	6	9	16	101	54	155	1434
1987	59	16	75	989	64	30	94	555	2	4	6	22	125	50	175	1566
1988	42	29	71	1194	45	22	67	520	0	2	2	19	87	53	140	1733
1989	54	24	78	1409	35	29	64	553	1	0	1	8	90	53	143	1970
1990	44	31	75	1290	39	20	59	536	0	6	6	8	83	57	140	1834
1991	43	22	65	1282	37	18	55	463	1	3	4	13	81	43	124	1758
1992	48	29	77	1220	32	27	59	470	2	2	4	5	82	58	140	1695

KEY: HBD -- Drivers reported by police to have been drinking

IMP -- Drivers judged by police to have their ability to drive impaired by alcohol

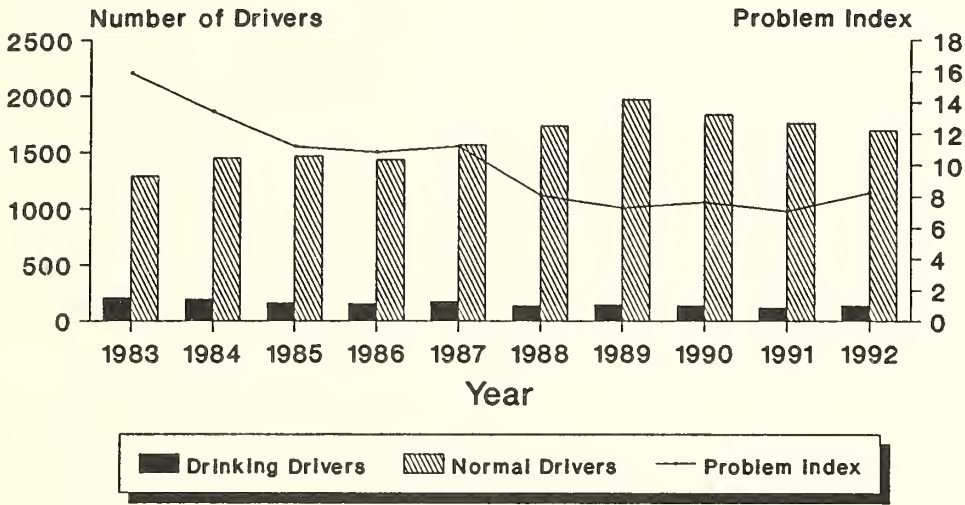
D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP

NOR -- Drivers whose condition was reported by police as "normal"

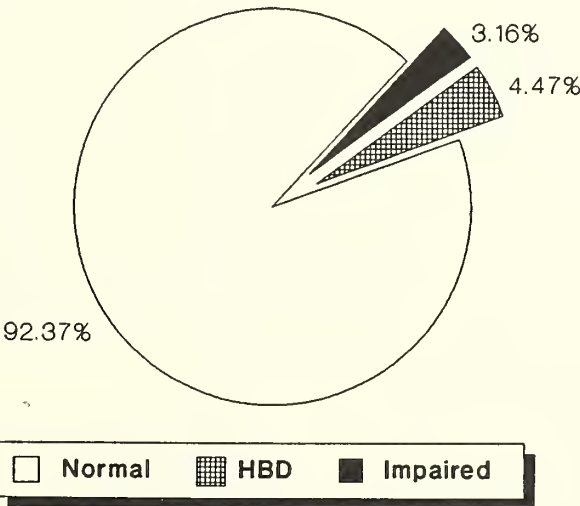


# MUSKOKA

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes



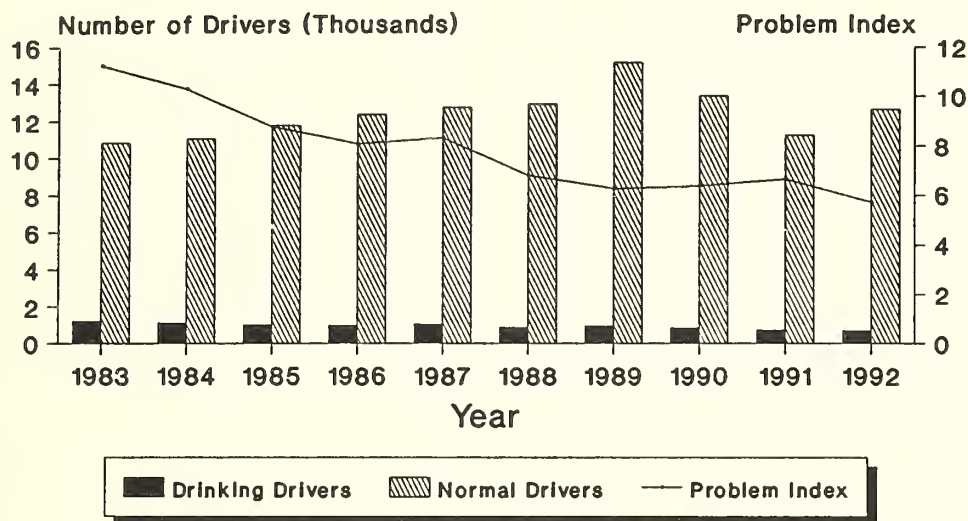
# NIAGARA REGIONAL MUNICIPALITY

## Drivers Involved in Traffic Crashes, 1983 - 1992

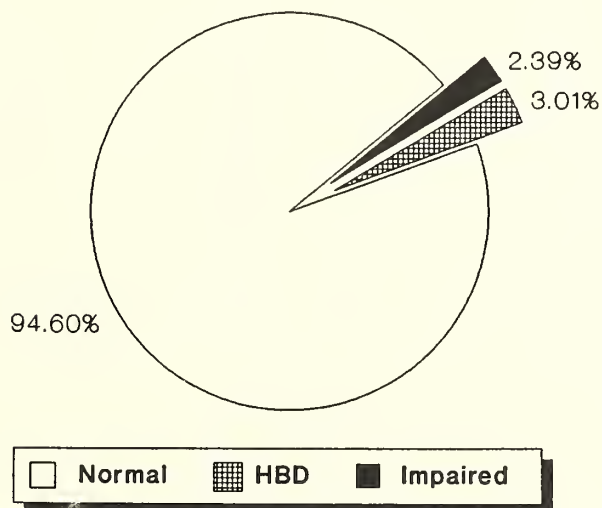
Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	326	192	518	4905	358	148	506	2454	8	11	19	31	692	351	1043	7390
1984	337	177	514	4969	315	147	462	2611	13	11	24	31	665	335	1000	7611
1985	276	144	420	5115	313	142	455	2855	9	11	20	31	598	297	895	8001
1986	261	149	410	5270	292	148	440	3041	8	14	22	29	561	311	872	8340
1987	290	127	417	5211	313	168	481	3175	3	17	20	37	606	312	918	8423
1988	278	157	435	6014	203	113	316	2401	1	8	9	17	482	278	760	8432
1989	299	163	462	7032	217	124	341	2793	8	9	17	37	524	296	820	9862
1990	252	183	435	6250	171	124	295	2362	5	6	11	32	428	313	741	8644
1991	201	150	351	5304	160	119	279	1970	2	12	14	20	363	281	644	7294
1992	205	148	353	6069	141	105	246	1858	2	10	12	14	348	263	611	7941
<b>Female</b>																
1983	55	41	96	2283	66	13	79	1148	0	0	0	14	121	54	175	3445
1984	40	25	65	2262	56	13	69	1153	1	0	1	8	97	38	135	3423
1985	43	23	66	2320	47	19	66	1422	2	1	3	11	92	43	135	3753
1986	39	27	66	2443	47	10	57	1540	0	1	1	6	86	38	124	3989
1987	42	23	65	2564	51	20	71	1723	0	2	2	15	93	45	138	4302
1988	38	20	58	3086	43	16	59	1357	0	1	1	6	81	37	118	4449
1989	37	23	60	3630	45	22	67	1634	1	1	2	11	83	46	129	5275
1990	30	32	62	3339	30	16	46	1353	1	1	2	12	61	49	110	4704
1991	34	28	62	2763	26	10	36	1130	2	0	2	8	62	38	100	3901
1992	31	37	68	3474	22	19	41	1184	0	0	0	8	53	56	109	4666
<b>Total</b>																
1983	381	233	614	7188	424	161	585	3602	8	11	19	45	813	405	1218	10835
1984	377	202	579	7231	371	160	531	3764	14	11	25	39	762	373	1135	11034
1985	319	167	486	7435	360	161	521	4277	11	12	23	42	690	340	1030	11754
1986	300	176	476	7713	339	158	497	4581	8	15	23	35	647	349	996	12329
1987	332	150	482	7775	364	188	552	4898	3	19	22	52	699	357	1056	12725
1988	316	177	493	9100	246	129	375	3758	1	9	10	23	563	315	878	12881
1989	336	186	522	10662	262	146	408	4427	9	10	19	48	607	342	949	15137
1990	282	215	497	9589	201	140	341	3715	6	7	13	44	489	362	851	13348
1991	235	178	413	8067	186	129	315	3100	4	12	16	28	425	319	744	11195
1992	236	185	421	9543	163	124	287	3042	2	10	12	22	401	319	720	12607

KEY: HBD -- Drivers reported by police to have been drinking  
IMP -- Drivers judged by police to have their ability to drive impaired by alcohol  
D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP  
NOR -- Drivers whose condition was reported by police as "normal"

## NIAGARA REGIONAL MUNICIPALITY Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## NIPISSING

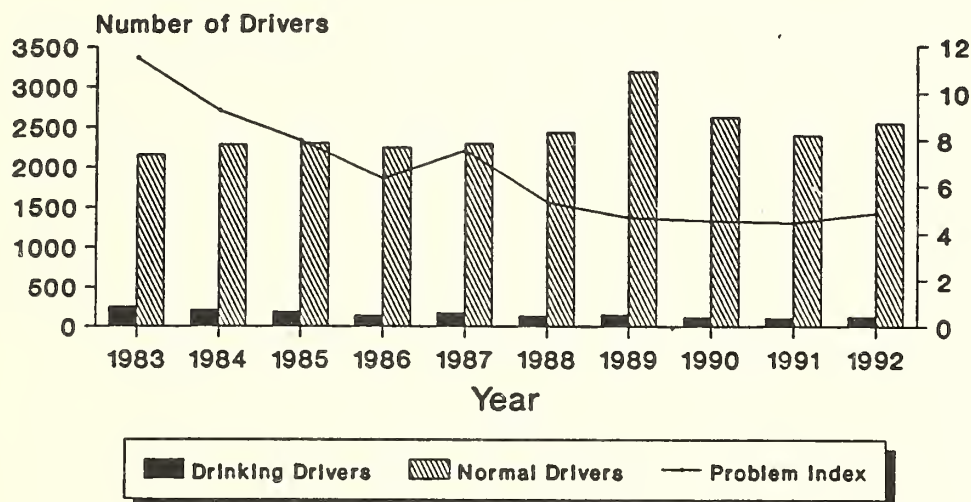
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	79	38	117	1019	49	41	90	552	4	3	7	22	132	82	214	1593
1984	66	33	99	1105	57	30	87	547	2	1	3	14	125	64	189	1666
1985	52	25	77	978	52	33	85	655	1	2	3	10	105	60	165	1643
1986	40	14	54	934	41	30	71	618	1	0	1	8	82	44	126	1560
1987	38	27	65	942	39	45	84	622	2	4	6	11	79	76	155	1575
1988	42	23	65	1026	28	21	49	629	0	3	3	7	70	47	117	1662
1989	40	30	70	1476	26	34	60	758	2	2	4	18	68	66	134	2252
1990	28	19	47	1198	25	28	53	577	0	2	2	12	53	49	102	1787
1991	25	24	49	1212	31	14	45	440	0	0	0	8	56	38	94	1660
1992	28	30	58	1200	23	28	51	455	0	1	1	21	51	59	110	1676
<b>Female</b>																
1983	9	5	14	345	13	6	19	213	0	1	1	2	22	12	34	560
1984	6	5	11	376	4	6	10	238	0	1	1	1	10	12	22	615
1985	4	3	7	376	7	4	11	271	0	0	0	3	11	7	18	650
1986	5	2	7	401	7	2	9	276	0	0	0	2	12	4	16	679
1987	8	2	10	390	7	0	7	314	0	0	0	4	15	2	17	708
1988	3	1	4	430	5	3	8	324	0	0	0	4	8	4	12	758
1989	1	5	6	554	6	3	9	372	0	0	0	2	7	8	15	928
1990	1	5	6	514	5	6	11	312	0	0	0	1	6	11	17	827
1991	4	3	7	485	4	2	6	245	0	0	0	3	8	5	13	733
1992	2	3	5	580	4	4	8	280	1	0	1	5	7	7	14	865
<b>Total</b>																
1983	88	43	131	1364	62	47	109	765	4	4	8	24	154	94	248	2153
1984	72	38	110	1481	61	36	97	785	2	2	4	15	135	76	211	2281
1985	56	28	84	1354	59	37	96	926	1	2	3	13	116	67	183	2293
1986	45	16	61	1335	48	32	80	894	1	0	1	10	94	48	142	2239
1987	46	29	75	1332	46	45	91	936	2	4	6	15	94	78	172	2283
1988	45	24	69	1456	33	24	57	953	0	3	3	11	78	51	129	2420
1989	41	35	76	2030	32	37	69	1130	2	2	4	20	75	74	149	3180
1990	29	24	53	1712	30	34	64	889	0	2	2	13	59	60	119	2614
1991	29	27	56	1697	35	16	51	685	0	0	0	11	64	43	107	2393
1992	30	33	63	1780	27	32	59	735	1	1	2	26	58	66	124	2541

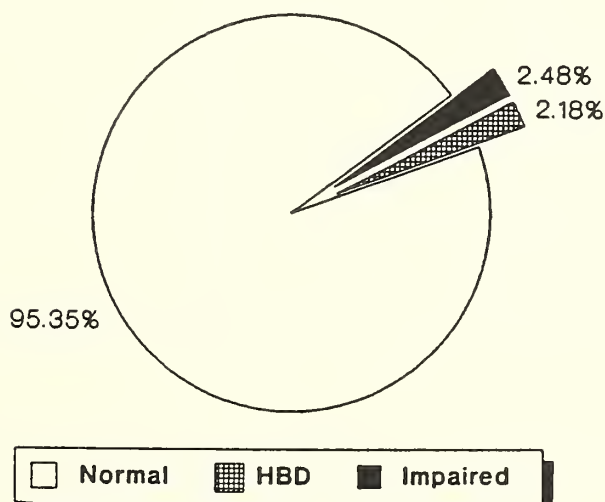
KEY: HBD -- Drivers reported by police to have been drinking  
 IMP -- Drivers judged by police to have their ability to drive impaired by alcohol  
 D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP  
 NOR -- Drivers whose condition was reported by police as "normal"

# NIPISSING

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## NORTHUMBERLAND

## Drivers Involved in Traffic Crashes, 1983 - 1992

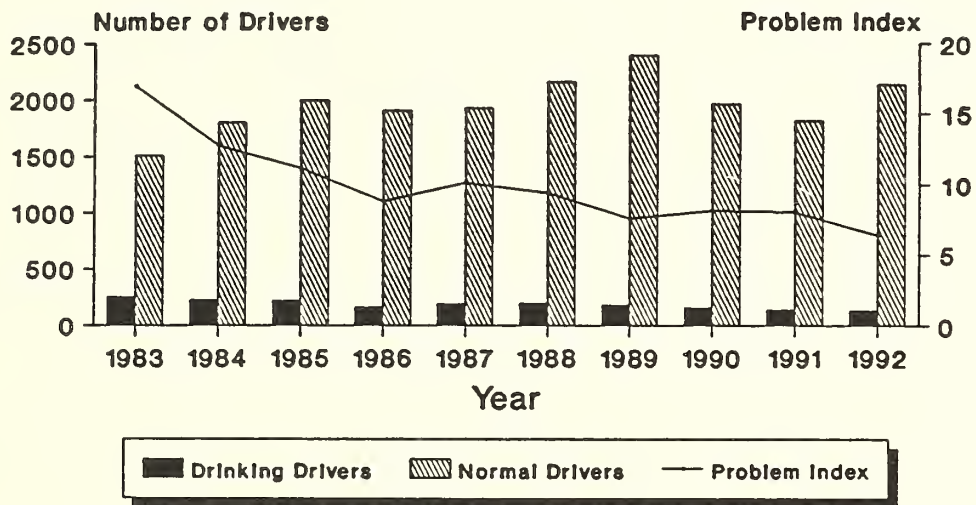
Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	68	37	105	653	80	42	122	391	6	4	10	14	154	83	237	1058
1984	69	32	101	805	77	30	107	446	1	4	5	9	147	66	213	1260
1985	59	24	83	802	82	25	107	562	3	7	10	10	144	56	200	1374
1986	35	22	57	763	66	20	86	516	1	5	6	24	102	47	149	1303
1987	47	23	70	782	60	37	97	493	0	7	7	16	107	67	174	1291
1988	54	29	83	937	60	28	88	499	2	4	6	9	116	61	177	1445
1989	55	28	83	1086	50	25	75	541	4	2	6	19	109	55	164	1646
1990	42	23	65	909	45	27	72	383	1	2	3	10	88	52	140	1302
1991	35	27	62	836	34	32	66	357	0	4	4	17	69	63	132	1210
1992	41	24	65	921	29	25	54	415	1	2	3	17	71	51	122	1353
<b>Female</b>																
1983	5	2	7	258	9	3	12	193	0	1	1	4	14	6	20	455
1984	7	0	7	348	7	3	10	193	0	1	1	3	14	4	18	544
1985	7	3	10	346	11	1	12	271	0	2	2	5	18	6	24	622
1986	6	3	9	343	6	4	10	254	0	0	0	4	12	7	19	601
1987	4	3	7	350	10	3	13	282	1	1	2	7	15	7	22	639
1988	6	4	10	473	9	8	17	243	0	0	0	2	15	12	27	718
1989	4	3	7	475	8	3	11	271	0	0	0	4	12	6	18	750
1990	3	5	8	440	10	2	12	216	0	0	0	7	13	7	20	663
1991	4	1	5	382	7	3	10	221	0	0	0	5	11	4	15	608
1992	7	4	11	539	3	2	5	241	0	0	0	6	10	6	16	786
<b>Total</b>																
1983	73	39	112	911	89	45	134	584	6	5	11	18	168	89	257	1513
1984	76	32	108	1153	84	33	117	639	1	5	6	12	161	70	231	1804
1985	66	27	93	1148	93	26	119	833	3	9	12	15	162	62	224	1996
1986	41	25	66	1106	72	24	96	770	1	5	6	28	114	54	168	1904
1987	51	26	77	1132	70	40	110	775	1	8	9	23	122	74	196	1930
1988	60	33	93	1410	69	36	105	742	2	4	6	11	131	73	204	2163
1989	59	31	90	1561	58	28	86	812	4	2	6	23	121	61	182	2396
1990	45	28	73	1349	55	29	84	599	1	2	3	17	101	59	160	1965
1991	39	28	67	1218	41	35	76	578	0	4	4	22	80	67	147	1818
1992	48	28	76	1460	32	27	59	656	1	2	3	23	81	57	138	2139

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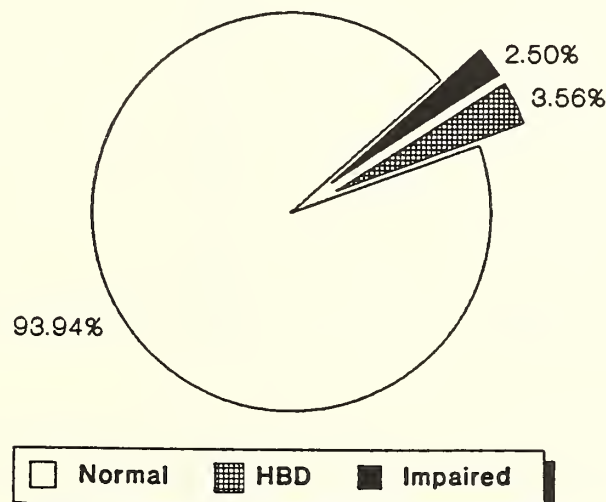


## NORTHUMBERLAND

### Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



### Condition of Drivers Involved in Traffic Crashes



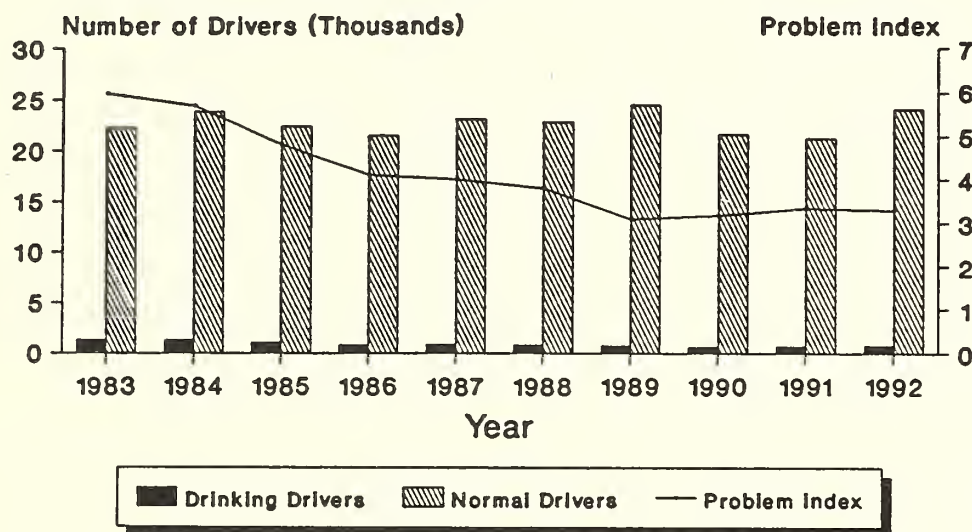
## OTTAWA-CARLETON REGIONAL MUNICIPALITY

## Drivers Involved in Traffic Crashes, 1983 - 1992

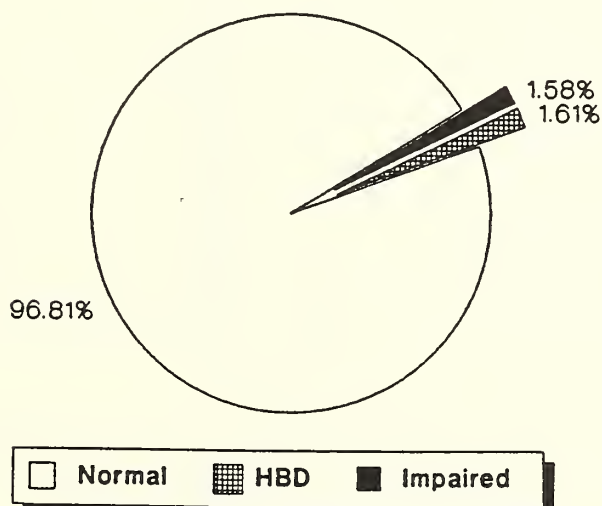
Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	422	239	661	11950	322	175	497	4545	8	17	25	40	752	431	1183	16535
1984	428	245	673	12800	297	200	497	4753	14	9	23	57	739	454	1193	17610
1985	293	211	504	11173	275	157	432	5228	7	13	20	36	575	381	956	16437
1986	212	169	381	10664	219	158	377	4893	6	11	17	38	437	338	775	15595
1987	238	204	442	11170	214	154	368	5404	11	9	20	39	463	367	830	16613
1988	229	183	412	11155	177	160	337	5037	2	7	9	49	408	350	758	16241
1989	191	167	358	11844	155	136	291	5315	4	4	8	56	350	307	657	17215
1990	172	152	324	10590	153	114	267	4359	2	6	8	29	327	272	599	14978
1991	193	164	357	10651	149	113	262	4063	4	6	10	29	346	283	629	14743
1992	208	202	410	12506	126	140	266	4132	5	9	14	28	339	351	690	16666
<b>Female</b>																
1983	50	29	79	3980	49	19	68	1713	0	0	0	6	99	48	147	5699
1984	57	38	95	4407	43	19	62	1782	2	0	2	8	102	57	159	6197
1985	39	24	63	3838	34	19	53	2065	2	0	2	5	75	43	118	5908
1986	33	23	56	3785	34	14	48	2057	0	1	1	11	67	38	105	5853
1987	18	29	47	4054	31	14	45	2367	0	1	1	13	49	44	93	6434
1988	37	17	54	4239	28	18	46	2232	1	2	3	20	66	37	103	6491
1989	28	24	52	4854	30	15	45	2357	0	0	0	14	58	39	97	7225
1990	23	17	40	4403	26	18	44	2188	1	1	2	11	50	36	86	6602
1991	24	14	38	4443	21	20	41	2032	0	0	0	11	45	34	79	6486
1992	40	20	60	5221	21	19	40	2120	0	2	2	13	61	41	102	7354
<b>Total</b>																
1983	472	268	740	15930	371	194	565	6258	8	17	25	46	851	479	1330	22234
1984	485	283	768	17207	340	219	559	6535	16	9	25	65	841	511	1352	23807
1985	332	235	567	15011	309	176	485	7293	9	13	22	41	650	424	1074	22345
1986	245	192	437	14449	253	172	425	6950	6	12	18	49	504	376	880	21448
1987	256	233	489	15224	245	168	412	7771	11	10	21	52	512	411	923	23047
1988	266	200	466	15394	205	178	383	7269	3	9	12	69	474	387	861	22732
1989	219	191	410	16698	185	151	336	7672	4	4	8	70	408	346	754	24440
1990	195	169	364	14993	179	132	311	6547	3	7	10	40	377	308	685	21580
1991	217	178	395	15094	170	133	303	6095	4	6	10	40	391	317	708	21229
1992	248	222	470	17727	147	159	306	6252	5	11	16	41	400	392	792	24020

KEY: HBD -- Drivers reported by police to have been drinking  
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## OTTAWA-CARLETON REGIONAL MUNICIPALITY Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





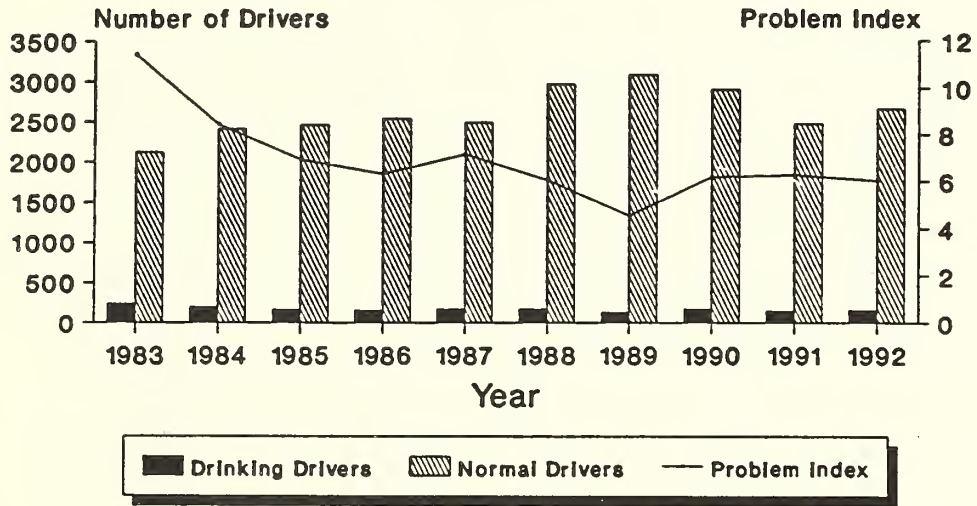
## OXFORD

## Drivers Involved in Traffic Crashes, 1983 - 1992

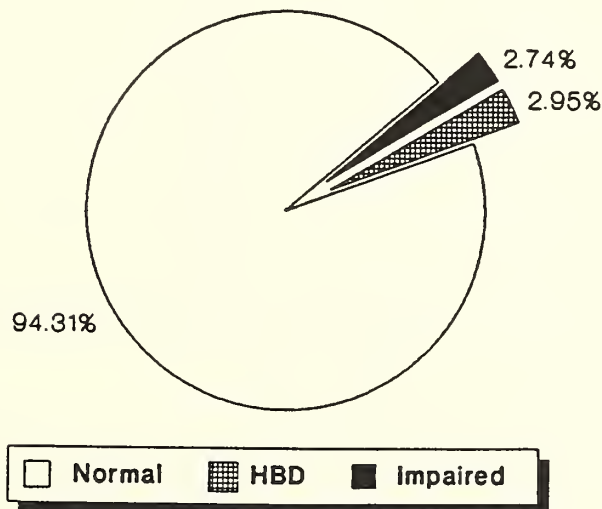
Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	64	39	103	948	76	27	103	542	2	5	7	12	142	71	213	1502
1984	54	37	91	1084	74	17	91	557	1	1	2	4	129	55	184	1645
1985	47	19	66	1055	59	19	78	652	2	1	3	16	108	39	147	1723
1986	41	25	66	1058	39	35	74	671	0	2	2	19	80	62	142	1748
1987	43	23	66	956	56	29	85	680	1	8	9	18	100	60	160	1654
1988	39	31	70	1320	44	36	80	682	5	2	7	13	88	69	157	2015
1989	36	25	61	1367	40	22	62	645	2	4	6	15	78	51	129	2027
1990	60	25	85	1294	42	24	66	579	0	4	4	15	102	53	155	1888
1991	42	37	79	1125	33	28	61	480	0	1	1	11	75	66	141	1596
1992	38	37	75	1217	31	27	58	475	3	1	4	27	72	65	137	1719
<b>Female</b>																
1983	9	4	13	394	14	2	16	224	1	0	1	2	24	6	30	620
1984	8	2	10	495	5	3	8	260	1	0	1	3	14	5	19	758
1985	9	1	10	429	11	1	12	298	0	1	1	0	20	3	23	727
1986	5	0	5	464	11	3	14	322	0	0	0	3	16	3	19	789
1987	0	2	2	464	11	5	16	361	0	0	0	10	11	7	18	835
1988	6	3	9	602	8	6	14	342	0	0	0	2	14	9	23	946
1989	5	2	7	686	4	1	5	365	0	0	0	7	9	3	12	1058
1990	6	5	11	651	8	5	13	353	0	1	1	4	14	11	25	1008
1991	4	3	7	602	6	1	7	266	0	0	0	4	10	4	14	872
1992	4	7	11	658	7	4	11	269	0	1	1	5	11	12	23	932
<b>Total</b>																
1983	73	43	116	1342	90	29	119	766	3	5	8	14	166	77	243	2122
1984	62	39	101	1579	79	20	99	817	2	1	3	7	143	60	203	2403
1985	56	20	76	1484	70	20	90	950	2	2	4	16	128	42	170	2450
1986	46	25	71	1522	50	38	88	993	0	2	2	22	96	65	161	2537
1987	43	25	68	1420	67	34	101	1041	1	8	9	28	111	67	178	2489
1988	45	34	79	1922	52	42	94	1024	5	2	7	15	102	78	180	2961
1989	41	27	68	2053	44	23	67	1010	2	4	6	22	87	54	141	3085
1990	66	30	96	1945	50	29	79	932	0	5	5	19	116	64	180	2896
1991	46	40	86	1727	39	29	68	726	0	1	1	15	85	70	155	2468
1992	42	44	86	1875	38	31	69	744	3	2	5	32	83	77	160	2651

KEY: HBD -- Drivers reported by police to have been drinking  
 IMP -- Drivers judged by police to have their ability to drive impaired by alcohol  
 D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP  
 NOR -- Drivers whose condition was reported by police as "normal"

# **OXFORD** **Drinking and Normal Drivers** **in Traffic Crashes: 1983 - 1992**



## **Condition of Drivers Involved** **in Traffic Crashes**





## PARRY SOUND

## Drivers Involved in Traffic Crashes, 1983 - 1992

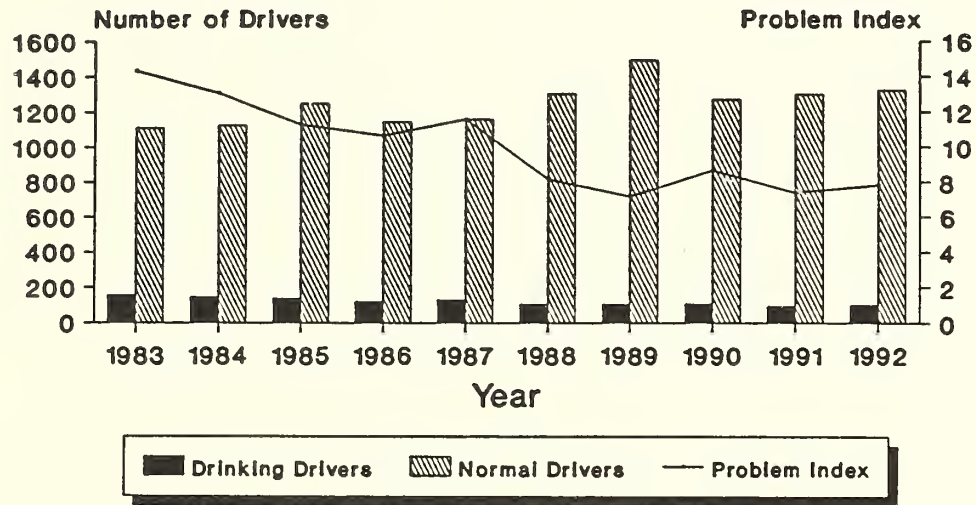
Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	53	21	74	506	51	13	64	297	2	2	4	30	106	36	142	833
1984	51	11	62	566	55	13	68	286	0	3	3	10	106	27	133	862
1985	34	22	56	605	53	16	69	317	1	5	6	15	88	43	131	937
1986	29	22	51	529	31	28	59	295	2	3	5	16	62	53	115	840
1987	27	20	47	462	46	22	68	366	1	4	5	16	74	46	120	844
1988	29	17	46	638	32	16	48	300	2	1	3	7	63	34	97	945
1989	31	19	50	721	31	13	44	359	1	1	2	23	63	33	96	1103
1990	39	13	52	647	28	17	45	237	1	3	4	16	68	33	101	900
1991	25	11	36	655	24	20	44	237	1	1	2	18	50	32	82	910
1992	31	9	40	708	26	21	47	207	2	3	5	17	59	33	92	932
<b>Female</b>																
1983	2	5	7	176	9	1	10	94	0	0	0	6	11	6	17	276
1984	8	1	9	171	5	0	5	93	0	0	0	0	13	1	14	264
1985	3	1	4	203	4	2	6	104	0	0	0	6	7	3	10	313
1986	2	2	4	208	2	0	2	90	0	1	1	5	4	3	7	303
1987	0	1	1	169	7	5	12	137	0	1	1	7	7	7	14	313
1988	2	1	3	219	2	4	6	132	0	0	0	4	4	5	9	355
1989	4	2	6	243	3	1	4	136	1	0	1	10	8	3	11	389
1990	2	0	2	227	4	3	7	141	0	0	0	2	6	3	9	370
1991	4	2	6	270	4	3	7	120	0	1	1	0	8	6	14	390
1992	2	1	3	265	6	2	8	121	0	1	1	7	8	4	12	393
<b>Total</b>																
1983	55	26	81	682	60	14	74	391	2	2	4	36	117	42	159	1109
1984	59	12	71	737	60	13	73	379	0	3	3	10	119	28	147	1126
1985	37	23	60	808	57	18	75	421	1	5	6	21	95	46	141	1250
1986	31	24	55	737	33	28	61	385	2	4	6	21	66	56	122	1143
1987	27	21	48	631	53	27	80	503	1	5	6	23	81	53	134	1157
1988	31	18	49	857	34	20	54	432	2	1	3	11	67	39	106	1300
1989	35	21	56	964	34	14	48	495	2	1	3	33	71	36	107	1492
1990	41	13	54	874	32	20	52	378	1	3	4	18	74	36	110	1270
1991	29	13	42	925	28	23	51	357	1	2	3	18	58	38	96	1300
1992	33	10	43	973	32	23	55	328	2	4	6	24	67	37	104	1325

KEY: HBD -- Drivers reported by police to have been drinking  
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 D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP  
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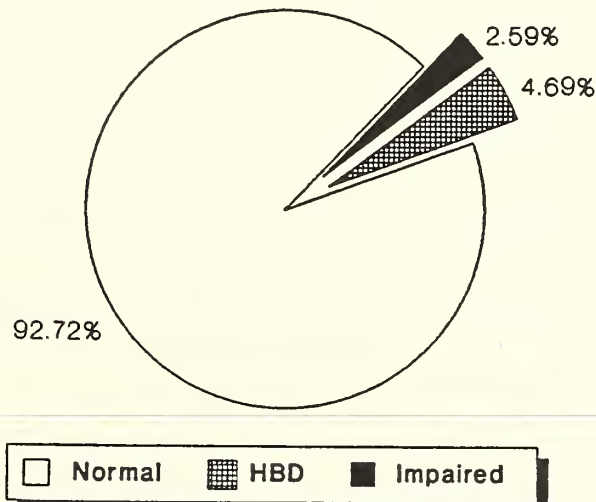


# PARRY SOUND

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes



## PEEL

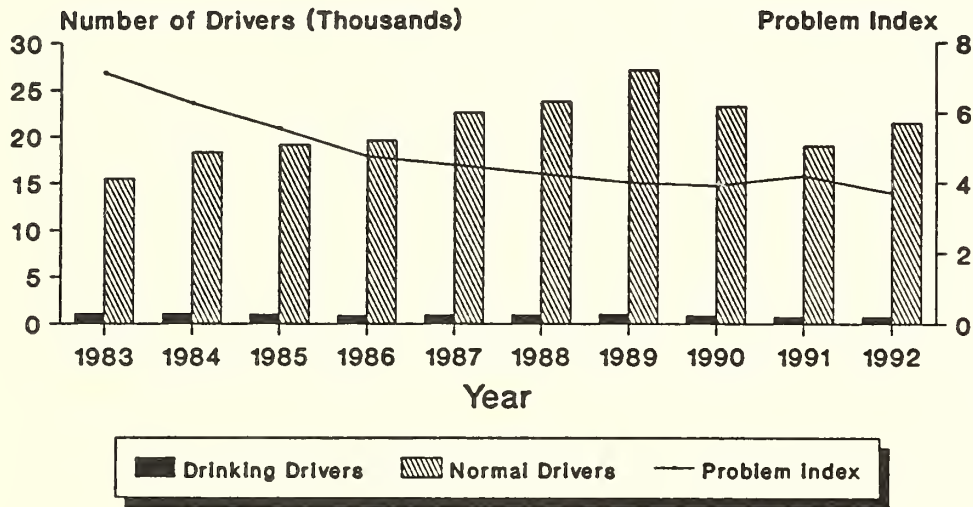
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	235	209	444	7234	279	235	514	3822	12	15	27	46	526	459	985	11102
1984	255	231	486	8460	283	225	508	4634	10	12	22	40	548	468	1016	13134
1985	235	201	436	8344	238	248	486	5173	10	13	23	55	483	462	945	13572
1986	179	169	348	8274	232	229	461	5531	5	10	15	47	416	408	824	13852
1987	235	190	425	9415	220	245	465	6328	2	18	20	80	457	453	910	15823
1988	248	204	452	10888	219	204	423	5673	8	13	21	56	475	421	896	16617
1989	275	251	526	12815	204	242	446	5991	7	6	13	50	486	499	985	18856
1990	248	238	486	11388	139	184	323	4522	2	6	8	74	389	428	817	15984
1991	201	221	422	9618	94	174	268	3293	1	9	10	38	296	404	700	12949
1992	209	246	455	11286	101	135	236	3358	6	11	17	52	316	392	708	14696
<b>Female</b>																
1983	33	22	55	2787	43	25	68	1614	1	2	3	18	77	49	126	4419
1984	31	29	60	3204	41	33	74	1937	0	0	0	12	72	62	134	5153
1985	27	25	52	3190	41	22	63	2345	0	1	1	16	68	48	116	5551
1986	20	25	45	3306	36	27	63	2417	1	1	2	13	57	53	110	5736
1987	29	18	47	3726	40	23	63	3005	2	1	3	26	71	42	113	6757
1988	37	20	57	4412	29	32	61	2682	1	0	1	16	67	52	119	7110
1989	28	20	48	5314	29	27	56	2923	1	1	2	9	58	48	106	8246
1990	24	24	48	4923	24	21	45	2271	1	3	4	22	49	48	97	7216
1991	20	34	54	4375	22	22	44	1667	0	3	3	17	42	59	101	6059
1992	24	28	52	4923	16	18	34	1791	0	2	2	14	40	48	88	6728
<b>Total</b>																
1983	268	231	499	10021	322	260	582	5436	13	17	30	64	603	508	1111	15521
1984	286	260	546	11664	324	258	582	6571	10	12	22	52	620	530	1150	18287
1985	262	226	488	11534	279	270	549	7518	10	14	24	71	551	510	1061	19123
1986	199	194	393	11580	268	256	524	7948	6	11	17	60	473	461	934	19588
1987	264	208	472	13141	260	268	528	9333	4	19	23	106	528	495	1023	22580
1988	285	224	509	15300	248	236	484	8355	9	13	22	72	542	473	1015	23727
1989	303	271	574	18129	233	269	502	8914	8	7	15	59	544	547	1091	27102
1990	272	262	534	16311	163	205	368	6793	3	9	12	96	438	476	914	23200
1991	221	255	476	13993	116	196	312	4960	1	12	13	55	338	463	801	19008
1992	233	274	507	16209	117	153	270	5149	6	13	19	66	356	440	796	21424

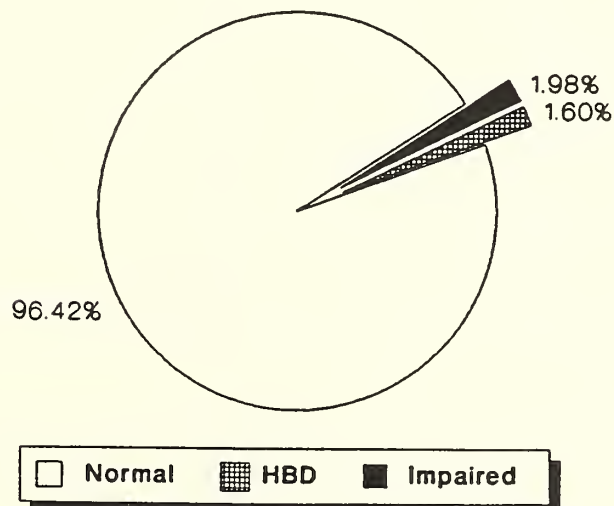
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# PEEL

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## PERTH

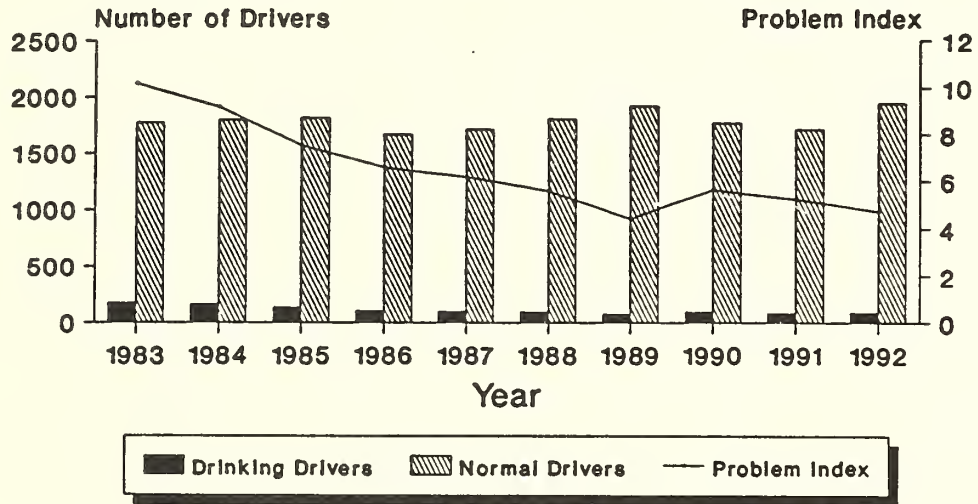
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	51	18	69	809	63	24	87	365	4	1	5	6	118	43	161	1180
1984	53	18	71	865	52	20	72	347	2	0	2	7	107	38	145	1219
1985	46	21	67	783	34	14	48	422	0	0	0	10	80	35	115	1215
1986	31	20	51	721	30	14	44	375	1	1	2	19	62	35	97	1115
1987	32	14	46	719	35	12	47	400	2	1	3	8	69	27	96	1127
1988	32	19	51	804	21	16	37	329	1	1	2	8	54	36	90	1141
1989	31	14	45	864	15	13	28	340	1	1	2	6	47	28	75	1210
1990	22	21	43	858	28	15	43	301	1	1	2	7	51	37	88	1166
1991	26	15	41	755	24	18	42	324	0	0	0	0	50	33	83	1079
1992	26	16	42	910	21	20	41	305	0	1	1	8	47	37	84	1223
<b>Female</b>																
1983	7	4	11	404	7	1	8	190	0	1	1	3	14	6	20	597
1984	7	6	13	392	4	3	7	183	0	0	0	4	11	9	20	579
1985	9	5	14	388	6	2	8	209	0	0	0	5	15	7	22	602
1986	3	3	6	341	6	1	7	204	0	0	0	5	9	4	13	550
1987	3	0	3	351	5	2	7	231	0	0	0	2	8	2	10	584
1988	2	4	6	462	3	2	5	197	0	0	0	2	5	6	11	661
1989	4	2	6	492	4	0	4	214	0	0	0	4	8	2	10	710
1990	3	2	5	405	2	5	7	197	0	0	0	2	5	7	12	604
1991	1	2	3	442	4	0	4	189	0	0	0	3	5	2	7	634
1992	3	3	6	562	0	2	2	160	0	0	0	3	3	5	8	725
<b>Total</b>																
1983	58	22	80	1213	70	25	95	555	4	2	6	9	132	49	181	1777
1984	60	24	84	1257	56	23	79	530	2	0	2	11	118	47	165	1798
1985	55	26	81	1171	40	16	56	631	0	0	0	15	95	42	137	1817
1986	34	23	57	1062	36	15	51	579	1	1	2	24	71	39	110	1665
1987	35	14	49	1070	40	14	54	631	2	1	3	10	77	29	106	1711
1988	34	23	57	1266	24	18	42	526	1	1	2	10	59	42	101	1802
1989	35	16	51	1356	19	13	32	554	1	1	2	10	55	30	85	1920
1990	25	23	48	1263	30	20	50	498	1	1	2	9	56	44	100	1770
1991	27	17	44	1197	28	18	46	513	0	0	0	3	55	35	90	1713
1992	29	19	48	1472	21	22	43	465	0	1	1	11	50	42	92	1948

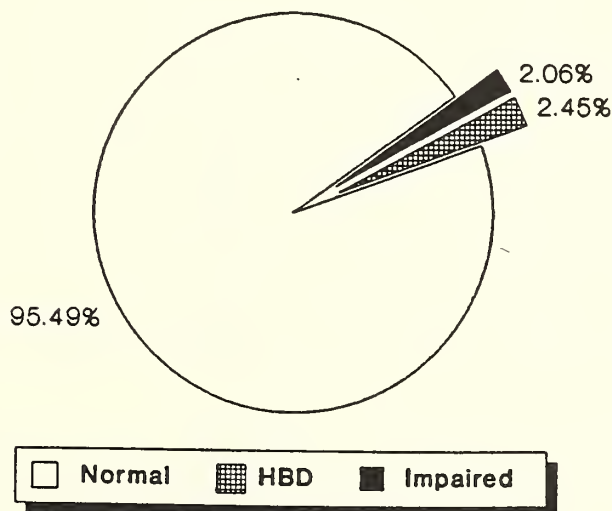
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# PERTH

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## PETERBOROUGH

## Drivers Involved in Traffic Crashes, 1983 - 1992

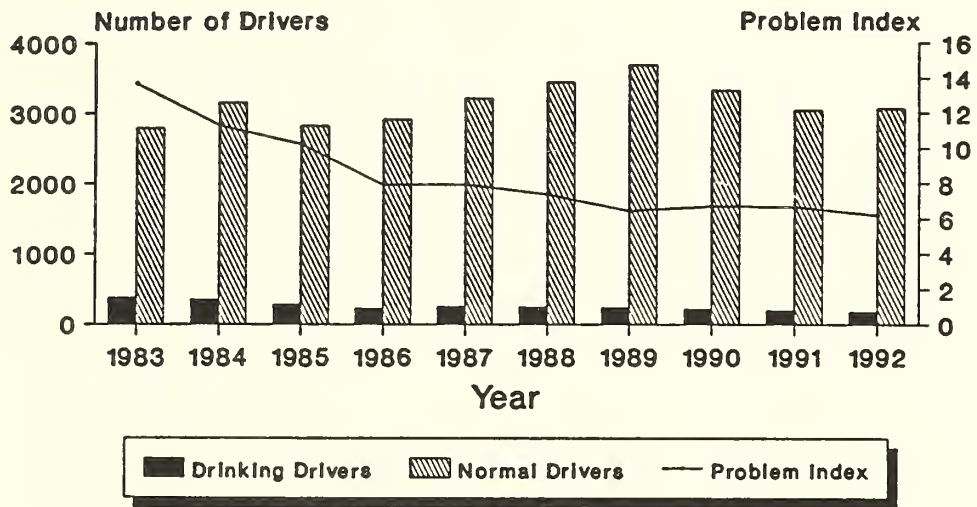
Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	88	71	159	1232	86	81	167	633	2	7	9	8	176	159	335	1873
1984	92	58	150	1319	100	65	165	808	5	4	9	4	197	127	324	2131
1985	64	71	135	1153	72	60	132	775	1	0	1	5	137	131	268	1933
1986	35	40	75	1168	60	65	125	771	1	5	6	8	96	110	206	1947
1987	56	52	108	1260	60	55	115	862	2	3	5	7	118	110	228	2129
1988	57	65	122	1400	47	44	91	828	5	4	9	13	109	113	222	2241
1989	56	48	104	1518	43	47	90	801	0	0	0	13	99	95	194	2332
1990	40	47	87	1376	43	52	95	698	1	6	7	13	84	105	189	2087
1991	46	44	90	1322	45	42	87	616	1	1	2	15	92	87	179	1953
1992	32	47	79	1320	31	54	85	589	1	1	2	5	64	102	166	1914
<b>Female</b>																
1983	13	10	23	583	16	9	25	331	0	0	0	5	29	19	48	919
1984	5	6	11	619	12	9	21	403	0	2	2	5	17	17	34	1027
1985	3	5	8	511	8	5	13	375	1	0	1	1	12	10	22	887
1986	4	8	12	544	8	4	12	416	1	0	1	2	13	12	25	962
1987	9	3	12	623	5	10	15	462	0	0	0	0	14	13	27	1085
1988	11	6	17	732	9	6	15	460	0	0	0	4	20	12	32	1196
1989	15	8	23	828	8	13	21	520	0	0	0	7	23	21	44	1355
1990	4	15	19	755	9	6	15	478	0	0	0	3	13	21	34	1236
1991	9	2	11	690	5	8	13	393	0	0	0	8	14	10	24	1091
1992	6	9	15	747	2	6	8	407	0	1	1	1	8	16	24	1155
<b>Total</b>																
1983	101	81	182	1815	102	90	192	964	2	7	9	13	205	178	383	2792
1984	97	64	161	1938	112	74	186	1211	5	6	11	9	214	144	358	3158
1985	67	76	143	1664	80	65	145	1150	2	0	2	6	149	141	290	2820
1986	39	48	87	1712	68	69	137	1187	2	5	7	10	109	122	231	2909
1987	65	55	120	1883	65	65	130	1324	2	3	5	7	132	123	255	3214
1988	68	71	139	2132	56	50	106	1288	5	4	9	17	129	125	254	3437
1989	71	56	127	2346	51	60	111	1321	0	0	0	20	122	116	238	3687
1990	44	62	106	2131	52	58	110	1176	1	6	7	16	97	126	223	3323
1991	55	46	101	2012	50	50	100	1009	1	1	2	23	106	97	203	3044
1992	38	56	94	2067	33	60	93	996	1	2	3	6	72	118	190	3069

KEY: HBD -- Drivers reported by police to have been drinking  
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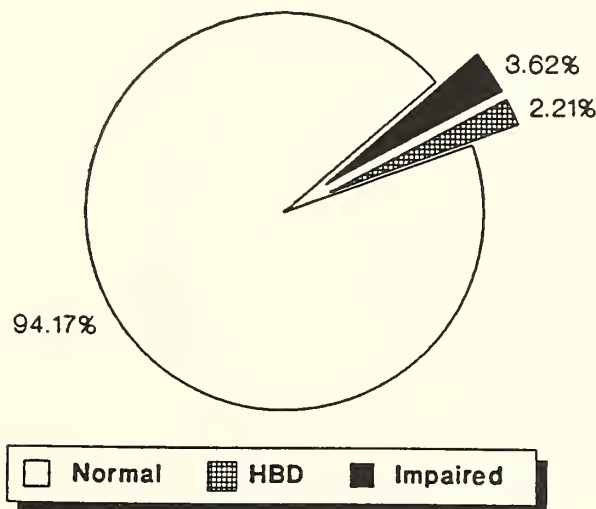


# PETERBOROUGH

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes



## PRESCOTT

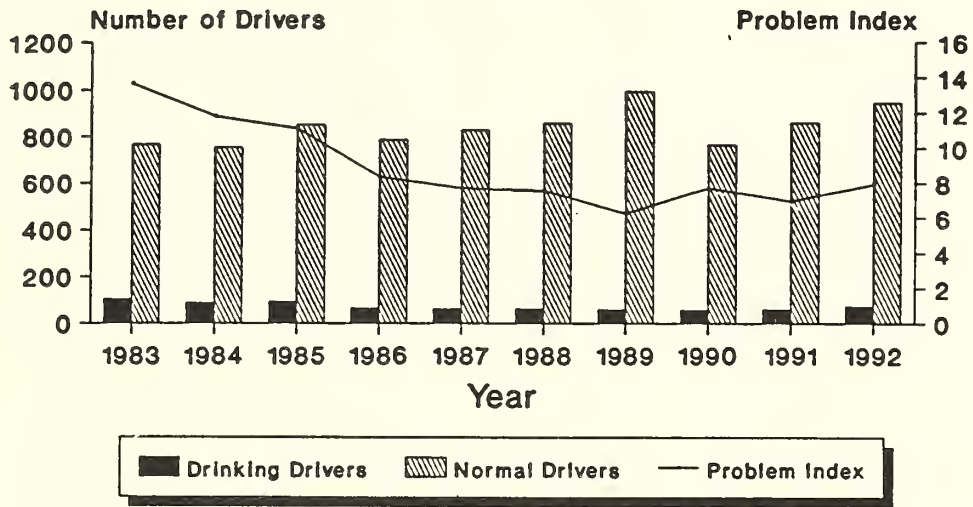
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	35	15	50	379	38	11	49	180	1	0	1	5	74	26	100	564
1984	26	7	33	407	32	15	47	170	0	0	0	0	58	22	80	577
1985	28	18	46	388	30	9	39	236	1	3	4	7	59	30	89	631
1986	22	2	24	399	22	10	32	168	0	1	1	3	44	13	57	570
1987	10	14	24	396	20	10	30	211	3	2	5	1	33	26	59	608
1988	22	7	29	427	26	7	33	162	2	0	2	2	50	14	64	591
1989	18	9	27	454	18	11	29	204	0	1	1	4	36	21	57	662
1990	20	12	32	353	13	8	21	141	0	0	0	8	33	20	53	502
1991	15	6	21	463	21	12	33	141	0	0	0	2	36	18	54	606
1992	23	12	35	474	19	11	30	141	1	1	2	6	43	24	67	621
<b>Female</b>																
1983	1	1	2	127	2	0	2	75	1	0	1	1	4	1	5	203
1984	3	0	3	115	3	2	5	61	0	1	1	0	6	3	9	176
1985	2	0	2	128	3	0	3	92	1	0	1	0	6	0	6	220
1986	3	0	3	127	3	3	6	87	0	0	0	3	6	3	9	217
1987	0	0	0	142	4	0	4	77	0	1	1	1	4	1	5	220
1988	0	0	0	182	1	0	1	85	0	0	0	0	1	0	1	267
1989	1	0	1	219	4	0	4	109	0	0	0	0	5	0	5	328
1990	2	1	3	172	2	1	3	90	0	0	0	1	4	2	6	263
1991	3	1	4	186	0	1	1	67	0	1	1	1	3	3	6	254
1992	1	2	3	254	5	0	5	67	0	0	0	2	6	2	8	323
<b>Total</b>																
1983	36	16	52	506	40	11	51	255	2	0	2	6	78	27	105	767
1984	29	7	36	522	35	17	52	231	0	1	1	0	64	25	89	753
1985	30	18	48	516	33	9	42	328	2	3	5	7	65	30	95	851
1986	25	2	27	526	25	13	38	255	0	1	1	6	50	16	66	787
1987	10	14	24	538	24	10	34	288	3	3	6	2	37	27	64	828
1988	22	7	29	609	27	7	34	247	2	0	2	2	51	14	65	858
1989	19	9	28	673	22	11	33	313	0	1	1	4	41	21	62	990
1990	22	13	35	525	15	9	24	231	0	0	0	9	37	22	59	765
1991	18	7	25	649	21	13	34	208	0	1	1	3	39	21	60	860
1992	24	14	38	728	24	11	35	208	1	1	2	8	49	26	75	944

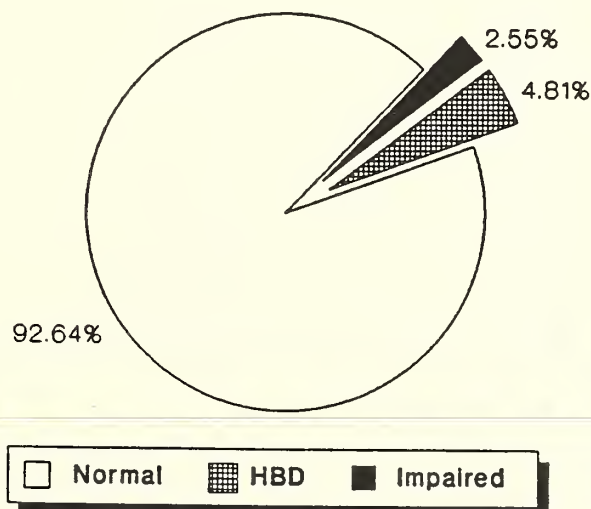
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# PRESCOTT

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## PRINCE EDWARD

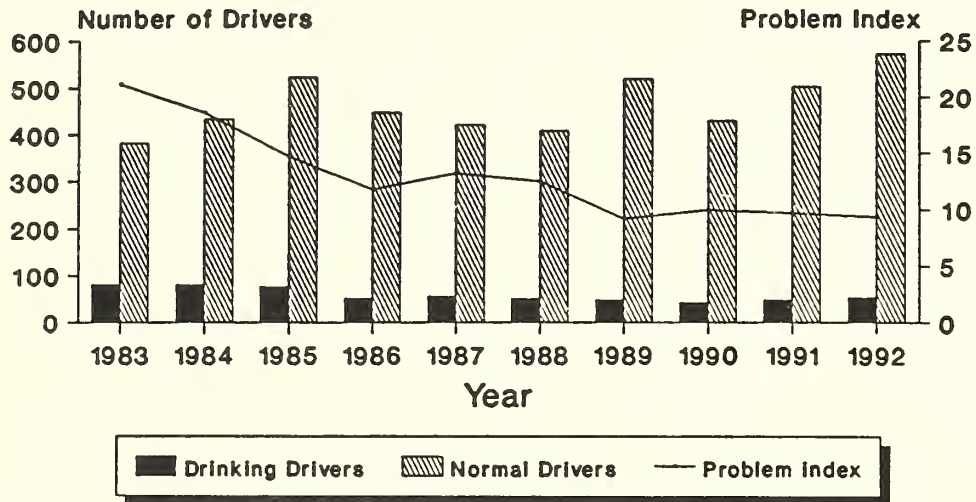
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	20	14	34	182	25	11	36	74	0	1	1	1	45	26	71	257
1984	28	12	40	217	25	10	35	89	1	0	1	4	54	22	76	310
1985	19	12	31	236	29	11	40	131	0	2	2	1	48	25	73	368
1986	8	9	17	196	13	10	23	98	1	2	3	2	22	21	43	296
1987	18	6	24	180	15	10	25	98	0	1	1	1	33	17	50	279
1988	13	7	20	180	16	12	28	85	0	0	0	6	29	19	48	271
1989	15	10	25	221	11	6	17	100	2	0	2	4	28	16	44	325
1990	16	5	21	196	13	6	19	88	0	1	1	0	29	12	41	284
1991	12	9	21	247	13	3	16	89	1	0	1	3	26	12	38	339
1992	20	6	26	275	13	7	20	92	1	2	3	1	34	15	49	368
<b>Female</b>																
1983	3	2	5	84	5	0	5	41	0	0	0	1	8	2	10	126
1984	1	0	1	92	3	1	4	31	0	0	0	1	4	1	5	124
1985	1	1	2	98	1	1	2	57	0	0	0	0	2	2	4	155
1986	2	2	4	105	5	1	6	47	0	0	0	0	7	3	10	152
1987	0	1	1	90	4	0	4	51	0	1	1	2	4	2	6	143
1988	0	0	0	79	2	1	3	55	0	0	0	3	2	1	3	137
1989	1	1	2	138	1	1	2	56	0	0	0	0	2	2	4	194
1990	1	1	2	94	0	0	0	51	0	0	0	1	1	1	2	146
1991	3	1	4	99	5	2	7	63	0	0	0	1	8	3	11	163
1992	2	0	2	154	2	1	3	50	0	0	0	2	4	1	5	206
<b>Total</b>																
1983	23	16	39	266	30	11	41	115	0	1	1	2	53	28	81	383
1984	29	12	41	309	28	11	39	120	1	0	1	5	58	23	81	434
1985	20	13	33	334	30	12	42	188	0	2	2	1	50	27	77	523
1986	10	11	21	301	18	11	29	145	1	2	3	2	29	24	53	448
1987	18	7	25	270	19	10	29	149	0	2	2	3	37	19	56	422
1988	13	7	20	259	18	13	31	140	0	0	0	9	31	20	51	408
1989	16	11	27	359	12	7	19	156	2	0	2	4	30	18	48	519
1990	17	6	23	290	13	6	19	139	0	1	1	1	30	13	43	430
1991	15	10	25	346	18	5	23	152	1	0	1	4	34	15	49	502
1992	22	6	28	429	15	8	23	142	1	2	3	3	38	16	54	574

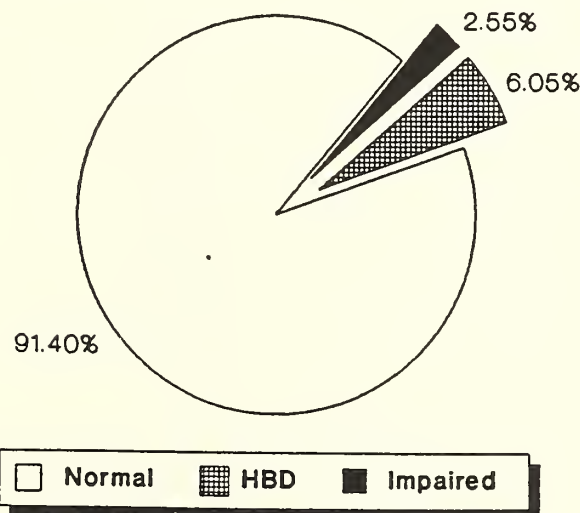
KEY: HBD -- Drivers reported by police to have been drinking  
 IMP -- Drivers judged by police to have their ability to drive impaired by alcohol  
 D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP  
 NOR -- Drivers whose condition was reported by police as "normal"

## PRINCE EDWARD

### Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



### Condition of Drivers Involved in Traffic Crashes





## RAINY RIVER

## Drivers Involved in Traffic Crashes, 1983 - 1992

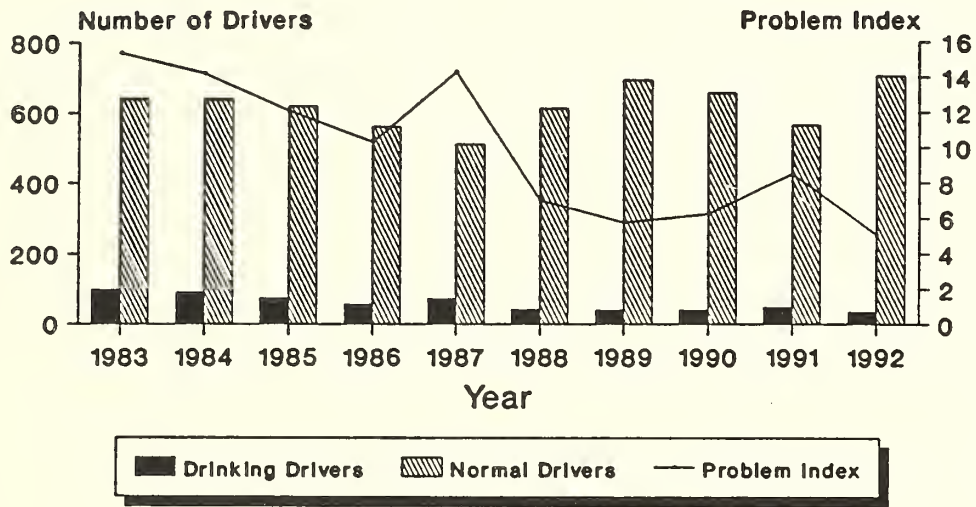
Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	31	18	49	344	25	10	35	128	1	2	3	4	57	30	87	476
1984	30	14	44	314	24	8	32	121	2	1	3	4	56	23	79	439
1985	24	6	30	339	19	13	32	127	0	1	1	0	43	20	63	466
1986	17	9	26	290	21	7	28	100	0	1	1	1	38	17	55	391
1987	21	9	30	257	18	8	26	99	2	2	4	3	41	19	60	359
1988	13	4	17	329	13	4	17	95	1	0	1	0	27	8	35	424
1989	9	6	15	374	9	4	13	99	2	0	2	4	20	10	30	477
1990	16	7	23	334	8	8	16	104	0	0	0	1	24	15	39	439
1991	14	4	18	325	10	9	19	53	1	1	2	4	25	14	39	382
1992	14	6	20	405	6	4	10	71	0	2	2	3	20	12	32	479
<b>Female</b>																
1983	3	2	5	109	6	1	7	54	0	0	0	2	9	3	12	165
1984	2	2	4	150	5	2	7	50	0	1	1	0	7	5	12	200
1985	3	2	5	99	3	3	6	54	0	1	1	0	6	6	12	153
1986	2	0	2	106	1	0	1	63	0	0	0	1	3	0	3	170
1987	2	3	5	93	5	2	7	58	1	0	1	0	8	5	13	151
1988	1	2	3	131	3	2	5	57	0	0	0	0	4	4	8	188
1989	4	2	6	154	2	2	4	57	0	0	0	3	6	4	10	214
1990	0	1	1	167	1	0	1	49	0	0	0	0	1	1	2	216
1991	4	2	6	151	3	0	3	31	0	0	0	0	7	2	9	182
1992	0	2	2	183	0	1	1	42	1	0	1	0	1	3	4	225
<b>Total</b>																
1983	34	20	54	453	31	11	42	182	1	2	3	6	66	33	99	641
1984	32	16	48	464	29	10	39	171	2	2	4	4	63	28	91	639
1985	27	8	35	438	22	16	38	181	0	2	2	0	49	26	75	619
1986	19	9	28	396	22	7	29	163	0	1	1	2	41	17	58	561
1987	23	12	35	350	23	10	33	157	3	2	5	3	49	24	73	510
1988	14	6	20	460	16	6	22	152	1	0	1	0	31	12	43	612
1989	13	8	21	528	11	6	17	156	2	0	2	7	26	14	40	691
1990	16	8	24	501	9	8	17	153	0	0	0	1	25	16	41	655
1991	18	6	24	476	13	9	22	84	1	1	2	4	32	16	48	564
1992	14	8	22	588	6	5	11	113	1	2	3	3	21	15	36	704

KEY: HBD -- Drivers reported by police to have been drinking  
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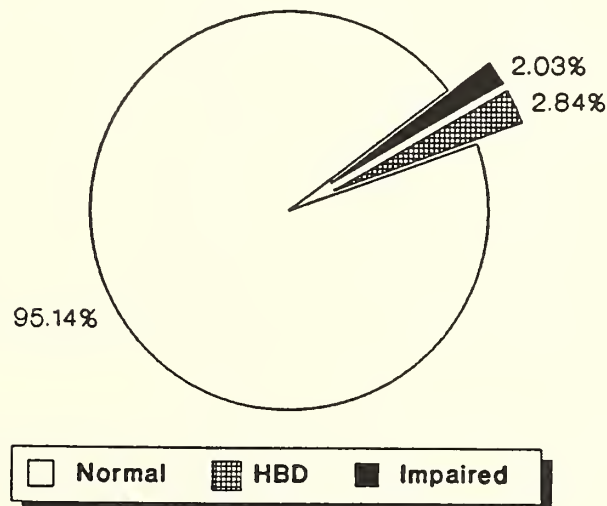


# RAINY RIVER

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes



## RENFREW

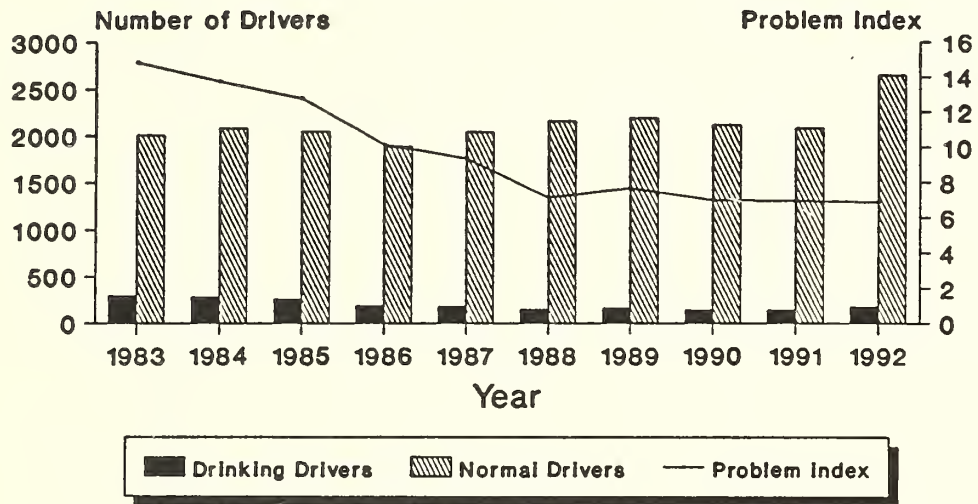
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	88	48	136	1009	85	40	125	475	3	4	7	19	176	92	268	1503
1984	93	50	143	1036	80	31	111	454	3	2	5	19	176	83	259	1509
1985	82	30	112	952	94	32	126	465	3	5	8	11	179	67	246	1428
1986	54	28	82	862	61	26	87	448	3	4	7	14	118	58	176	1324
1987	55	28	83	881	64	21	85	492	1	4	5	15	120	53	173	1388
1988	46	24	70	973	37	19	56	460	1	6	7	16	84	49	133	1449
1989	50	34	84	1002	36	26	62	455	6	1	7	20	92	61	153	1477
1990	50	24	74	977	35	19	54	417	1	3	4	20	86	46	132	1414
1991	38	18	56	932	43	26	69	429	1	4	5	20	82	48	130	1381
1992	63	27	90	1245	41	19	60	465	5	7	12	14	109	53	162	1724
<b>Female</b>																
1983	9	4	13	325	15	1	16	169	0	1	1	8	24	6	30	502
1984	10	4	14	384	11	1	12	177	1	0	1	8	22	5	27	569
1985	4	1	5	378	8	1	9	230	0	1	1	5	12	3	15	613
1986	4	4	8	322	7	1	8	237	0	0	0	4	11	5	16	563
1987	5	1	6	369	9	1	10	271	1	0	1	4	15	2	17	644
1988	5	4	9	442	8	2	10	256	0	2	2	3	13	8	21	701
1989	6	3	9	453	3	3	6	252	0	0	0	3	9	6	15	708
1990	5	5	10	452	2	3	5	241	0	1	1	6	7	9	16	699
1991	5	4	9	457	3	1	4	236	1	1	2	5	9	6	15	698
1992	8	3	11	656	5	2	7	267	1	1	2	1	14	6	20	924
<b>Total</b>																
1983	97	52	149	1334	100	41	141	644	3	5	8	27	200	98	298	2005
1984	103	54	157	1420	91	32	123	631	4	2	6	27	198	88	286	2078
1985	86	31	117	1330	102	33	135	695	3	6	9	16	191	70	261	2041
1986	58	32	90	1184	68	27	95	685	3	4	7	18	129	63	192	1887
1987	60	29	89	1250	73	22	95	763	2	4	6	19	135	55	190	2032
1988	51	28	79	1415	45	21	66	716	1	8	9	19	97	57	154	2150
1989	56	37	93	1455	39	29	68	707	6	1	7	23	101	67	168	2185
1990	55	29	84	1429	37	22	59	658	1	4	5	26	93	55	148	2113
1991	43	22	65	1389	46	27	73	665	2	5	7	25	91	54	145	2079
1992	71	30	101	1901	46	21	67	732	6	8	14	15	123	59	182	2648

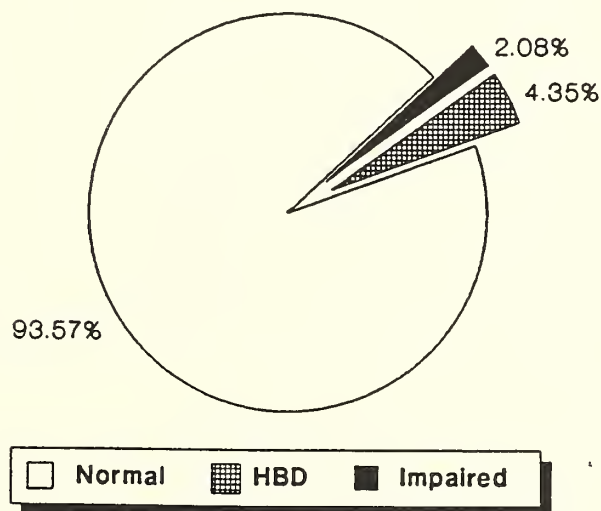
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# RENFREW

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## RUSSELL

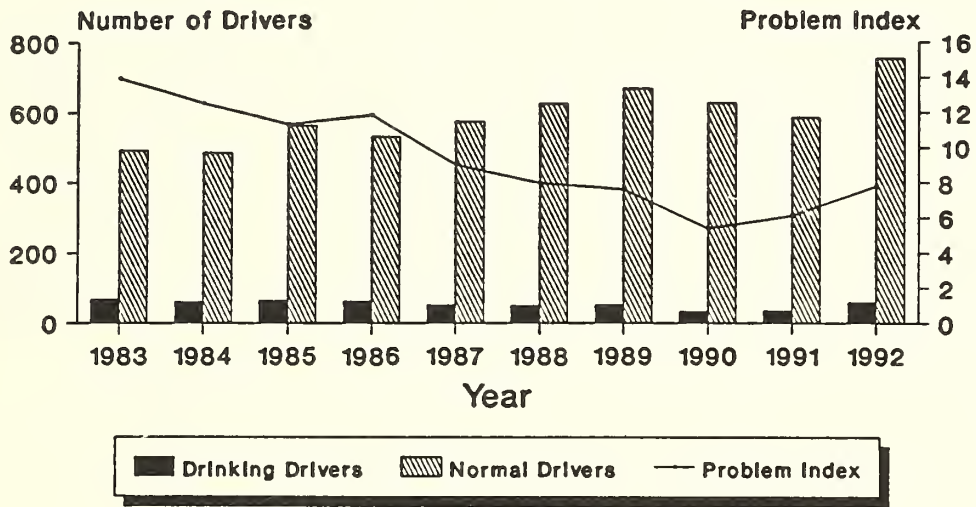
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	22	12	34	233	17	12	29	122	1	1	2	4	40	25	65	359
1984	18	7	25	209	21	9	30	123	2	0	2	5	41	16	57	337
1985	20	7	27	237	24	5	29	148	0	1	1	4	44	13	57	389
1986	11	5	16	245	26	11	37	118	0	1	1	4	37	17	54	367
1987	10	10	20	270	12	13	25	145	1	3	4	6	23	26	49	421
1988	17	2	19	279	12	7	19	118	2	2	4	2	31	11	42	399
1989	14	10	24	306	7	10	17	132	1	3	4	3	22	23	45	441
1990	10	6	16	295	11	2	13	112	0	2	2	7	21	10	31	414
1991	10	4	14	285	7	7	14	109	1	0	1	2	18	11	29	396
1992	19	8	27	341	14	10	24	114	0	1	1	3	33	19	52	458
<b>Female</b>																
1983	0	1	1	84	2	1	3	48	0	0	0	3	2	2	4	135
1984	2	0	2	101	2	0	2	47	0	0	0	1	4	0	4	149
1985	2	1	3	91	3	1	4	83	0	0	0	1	5	2	7	175
1986	0	4	4	111	3	2	5	53	0	0	0	0	3	6	9	164
1987	2	0	2	102	0	1	1	52	0	0	0	1	2	1	3	155
1988	0	3	3	149	2	3	5	78	0	0	0	0	2	6	8	227
1989	2	1	3	155	1	0	1	70	1	1	2	2	4	2	6	227
1990	1	1	2	159	1	0	1	56	0	0	0	0	2	1	3	215
1991	2	2	4	127	2	1	3	62	0	0	0	1	4	3	7	190
1992	2	3	5	204	1	1	2	92	0	0	0	1	3	4	7	297
<b>Total</b>																
1983	22	13	35	317	19	13	32	170	1	1	2	7	42	27	69	494
1984	20	7	27	310	23	9	32	170	2	0	2	6	45	16	61	486
1985	22	8	30	328	27	6	33	231	0	1	1	5	49	15	64	564
1986	11	9	20	356	29	13	42	171	0	1	1	4	40	23	63	531
1987	12	10	22	372	12	14	26	197	1	3	4	7	25	27	52	576
1988	17	5	22	428	14	10	24	196	2	2	4	2	33	17	50	626
1989	16	11	27	461	8	10	18	202	2	4	6	5	26	25	51	668
1990	11	7	18	454	12	2	14	168	0	2	2	7	23	11	34	629
1991	12	6	18	412	9	8	17	171	1	0	1	3	22	14	36	586
1992	21	11	32	545	15	11	26	206	0	1	1	4	36	23	59	755

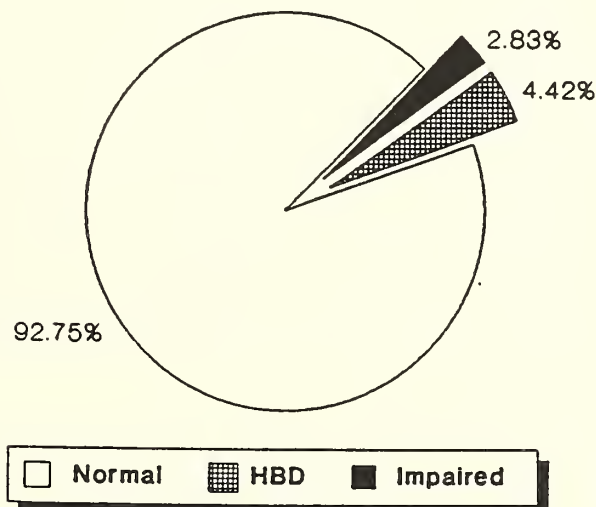
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# RUSSELL

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## SIMCOE

## Drivers Involved in Traffic Crashes, 1983 - 1992

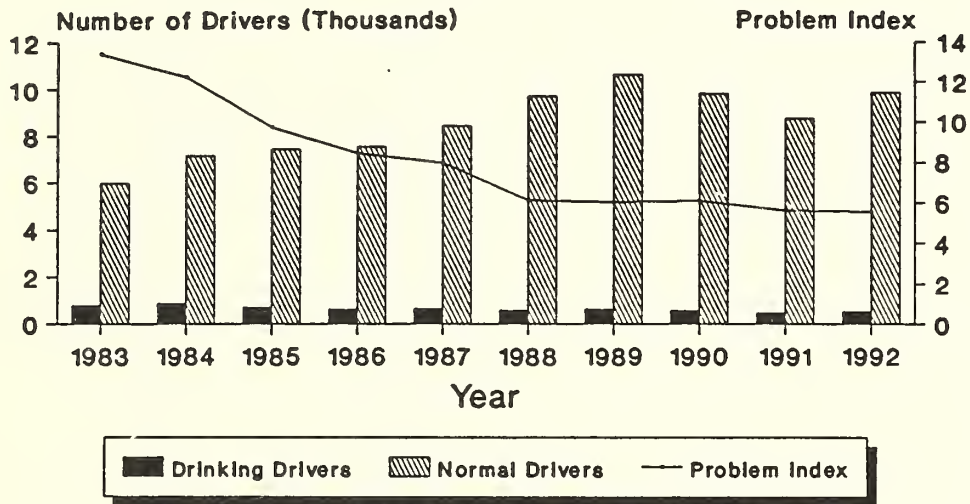
Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	239	136	375	2731	204	118	322	1400	2	11	13	37	445	265	710	4168
1984	232	157	389	3266	240	124	364	1666	8	11	19	33	480	292	772	4965
1985	197	111	308	3300	222	110	332	1765	7	9	16	25	426	230	656	5090
1986	176	106	282	3308	157	115	272	1796	5	7	12	32	338	228	566	5136
1987	145	123	268	3455	167	148	315	2192	5	7	12	41	317	278	595	5688
1988	149	107	256	4406	147	105	252	2045	3	13	16	31	299	225	524	6482
1989	171	136	307	5068	122	118	240	2001	9	6	15	49	302	260	562	7118
1990	140	120	260	4591	129	111	240	1696	10	7	17	36	279	238	517	6323
1991	133	101	234	4075	90	97	187	1531	4	1	5	11	227	199	426	5617
1992	138	140	278	4657	106	99	205	1544	4	9	13	30	248	248	496	6231
<b>Female</b>																
1983	37	9	46	1200	34	11	45	603	1	1	2	6	72	21	93	1809
1984	45	13	58	1446	37	9	46	735	2	0	2	8	84	22	106	2189
1985	21	12	33	1523	29	6	35	817	0	2	2	13	50	20	70	2353
1986	23	13	36	1466	29	8	37	922	1	0	1	12	53	21	74	2400
1987	14	8	22	1613	37	17	54	1095	0	1	1	15	51	26	77	2723
1988	26	10	36	2116	19	12	31	1055	1	1	2	8	46	23	69	3179
1989	22	19	41	2339	23	10	33	1138	1	1	2	12	46	30	76	3489
1990	16	26	42	2391	25	12	37	1062	0	0	0	14	41	38	79	3467
1991	20	12	32	2199	15	15	30	896	0	2	2	12	35	29	64	3107
1992	17	8	25	2597	14	10	24	973	0	0	0	17	31	18	49	3587
<b>Total</b>																
1983	276	145	421	3931	238	129	367	2003	3	12	15	43	517	286	803	5977
1984	277	170	447	4712	277	133	410	2401	10	11	21	41	564	314	878	7154
1985	218	123	341	4823	251	116	367	2582	7	11	18	38	476	250	726	7443
1986	199	119	318	4774	186	123	309	2718	6	7	13	44	391	249	640	7536
1987	159	131	290	5068	204	165	369	3287	5	8	13	56	368	304	672	8411
1988	175	117	292	6522	166	117	283	3100	4	14	18	39	345	248	593	9661
1989	193	155	348	7407	145	128	273	3139	10	7	17	61	348	290	638	10607
1990	156	146	302	6982	154	123	277	2758	10	7	17	50	320	276	596	9790
1991	153	113	266	6274	105	112	217	2427	4	3	7	23	262	228	490	8724
1992	155	148	303	7254	120	109	229	2517	4	9	13	47	279	266	545	9818

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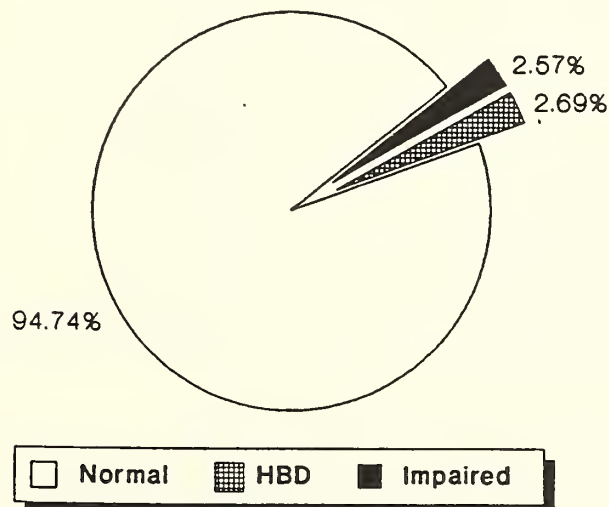


# SIMCOE

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes



## STORMONT

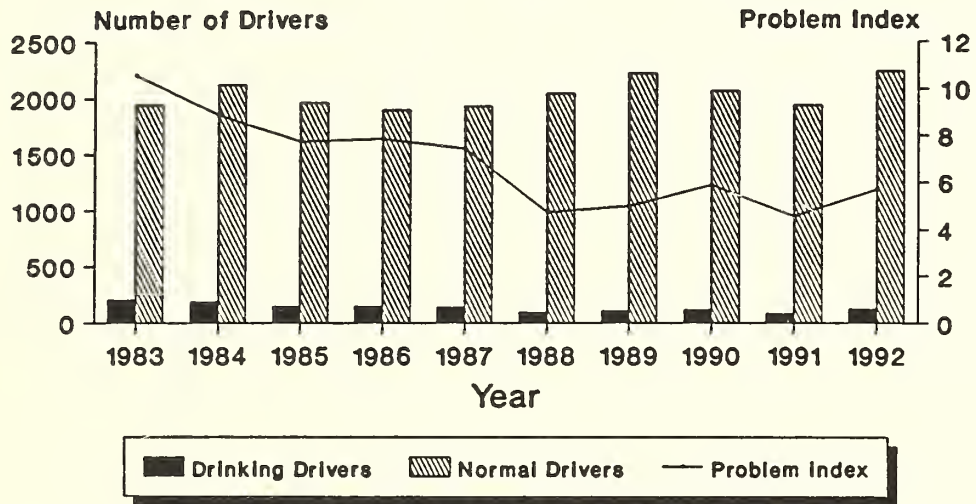
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	53	41	94	932	60	25	85	458	0	4	4	9	113	70	183	1399
1984	53	34	87	1049	56	22	78	463	1	1	2	3	110	57	167	1515
1985	35	28	63	873	42	27	69	520	2	2	4	2	79	57	136	1395
1986	34	25	59	852	42	28	70	451	1	5	6	2	77	58	135	1305
1987	40	20	60	795	35	31	66	522	0	1	1	3	75	52	127	1320
1988	26	17	43	897	18	20	38	530	1	2	3	6	45	39	84	1433
1989	29	24	53	963	20	23	43	529	2	1	3	11	51	48	99	1503
1990	32	36	68	902	19	16	35	487	0	2	2	4	51	54	105	1393
1991	18	19	37	881	24	17	41	395	2	1	3	2	44	37	81	1278
1992	36	17	53	1060	33	29	62	434	0	0	0	2	69	46	115	1496
<b>Female</b>																
1983	8	1	9	337	10	1	11	207	1	2	3	1	19	4	23	545
1984	6	4	10	413	12	0	12	195	0	0	0	0	18	4	22	608
1985	8	2	10	342	5	1	6	222	0	0	0	3	13	3	16	567
1986	1	3	4	380	5	4	9	206	0	1	1	2	6	8	14	588
1987	4	4	8	374	6	3	9	234	0	0	0	2	10	7	17	610
1988	3	3	6	372	5	2	7	238	0	0	0	1	8	5	13	611
1989	3	1	4	455	5	2	7	254	0	1	1	6	8	4	12	715
1990	0	4	4	438	7	4	11	232	0	2	2	2	7	10	17	672
1991	3	2	5	442	3	0	3	223	0	0	0	0	6	2	8	665
1992	3	1	4	484	4	5	9	259	0	0	0	3	7	6	13	746
<b>Total</b>																
1983	61	42	103	1269	70	26	96	665	1	6	7	10	132	74	206	1944
1984	59	38	97	1462	68	22	90	658	1	1	2	3	128	61	189	2123
1985	43	30	73	1215	47	28	75	742	2	2	4	5	92	60	152	1962
1986	35	28	63	1232	47	32	79	657	1	6	7	4	83	66	149	1893
1987	44	24	68	1169	41	34	75	756	0	1	1	5	85	59	144	1930
1988	29	20	49	1269	23	22	45	768	1	2	3	7	53	44	97	2044
1989	32	25	57	1418	25	25	50	783	2	2	4	17	59	52	111	2218
1990	32	40	72	1340	26	20	46	719	0	4	4	6	58	64	122	2065
1991	21	21	42	1323	27	17	44	618	2	1	3	2	50	39	89	1943
1992	39	18	57	1544	37	34	71	693	0	0	0	5	76	52	128	2242

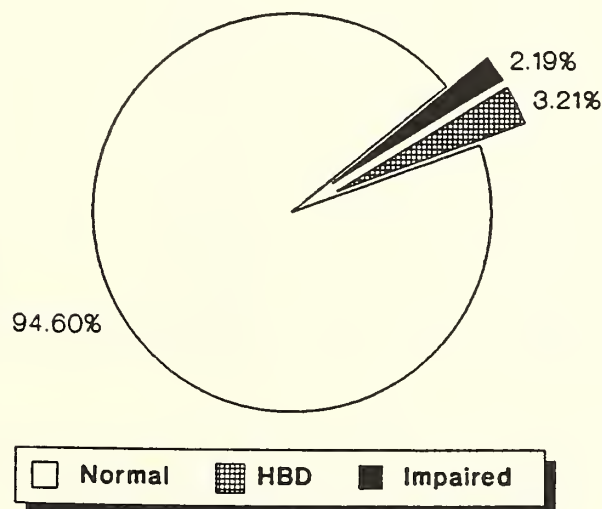
KEY: HBD -- Drivers reported by police to have been drinking  
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 D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP  
 NOR -- Drivers whose condition was reported by police as "normal"

# STORMONT

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





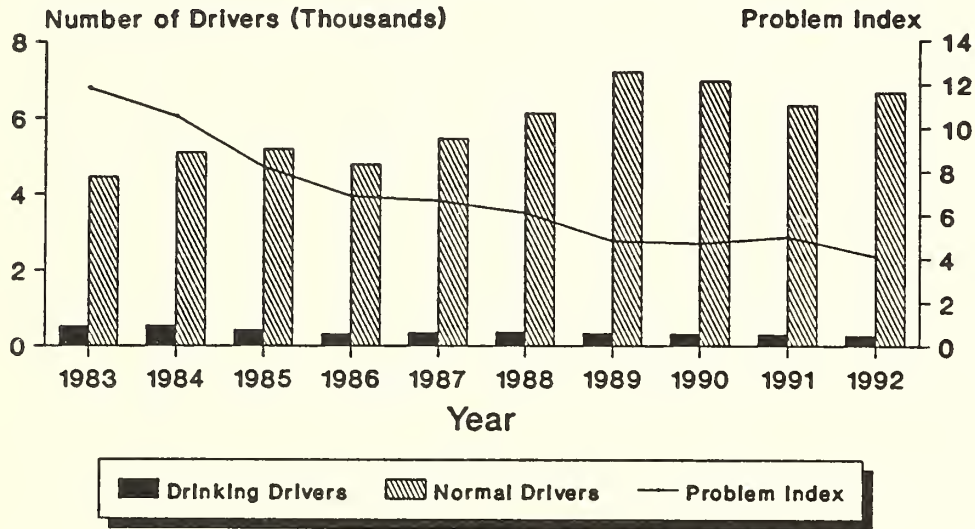
## SUDBURY DISTRICT &amp; REGIONAL MUNICIPALITY

## Drivers Involved in Traffic Crashes, 1983 - 1992

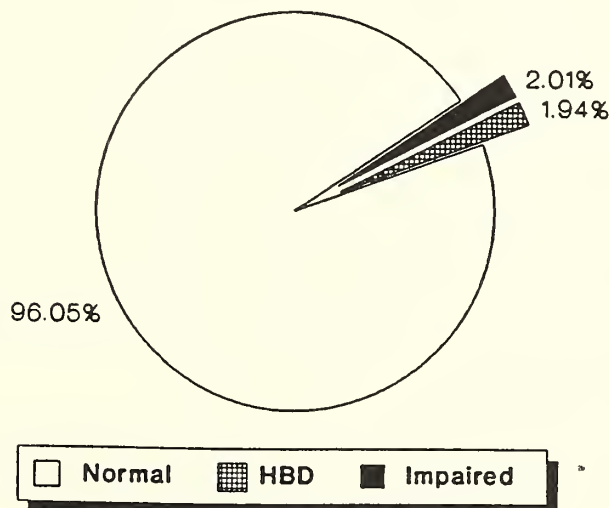
Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	133	85	218	1997	132	100	232	1160	6	15	21	18	271	200	471	3175
1984	141	81	222	2295	139	115	254	1343	3	11	14	30	283	207	490	3668
1985	92	60	152	2204	125	83	208	1478	8	7	15	28	225	150	375	3710
1986	71	44	115	1934	88	71	159	1400	6	8	14	28	165	123	288	3362
1987	74	57	131	2174	100	78	178	1573	4	8	12	18	178	143	321	3765
1988	90	61	151	2722	89	73	162	1478	4	9	13	27	183	143	326	4227
1989	87	69	156	3175	65	85	150	1671	1	5	6	26	153	159	312	4872
1990	69	80	149	3279	63	75	138	1398	1	5	6	19	133	160	293	4696
1991	76	74	150	3061	56	72	128	1147	1	6	7	18	133	152	285	4226
1992	58	60	118	3203	57	51	108	1260	2	10	12	12	117	121	238	4475
<b>Female</b>																
1983	16	9	25	739	19	14	33	535	0	0	0	6	35	23	58	1280
1984	18	4	22	826	18	6	24	588	1	0	1	5	37	10	47	1419
1985	14	5	19	809	19	13	32	651	0	0	0	8	33	18	51	1468
1986	14	5	19	771	16	6	22	634	0	0	0	4	30	11	41	1409
1987	9	3	12	930	20	8	28	737	1	1	2	10	30	12	42	1677
1988	14	5	19	1110	16	10	26	746	1	1	2	11	31	16	47	1867
1989	5	6	11	1432	14	10	24	863	0	0	0	6	19	16	35	2301
1990	8	12	20	1503	7	5	12	725	0	1	1	10	15	18	33	2238
1991	6	7	13	1411	7	9	16	659	0	1	1	5	13	17	30	2075
1992	10	10	20	1485	7	8	15	674	0	0	0	5	17	18	35	2164
<b>Total</b>																
1983	149	94	243	2736	151	114	265	1695	6	15	21	24	306	223	529	4455
1984	159	85	244	3121	157	121	278	1931	4	11	15	35	320	217	537	5087
1985	106	65	171	3013	144	96	240	2129	8	7	15	36	258	168	426	5178
1986	85	49	134	2705	104	77	181	2034	6	8	14	32	195	134	329	4771
1987	83	60	143	3104	120	86	206	2310	5	9	14	28	208	155	363	5442
1988	104	66	170	3832	105	83	188	2224	5	10	15	38	214	159	373	6094
1989	92	75	167	4607	79	95	174	2534	1	5	6	32	172	175	347	7173
1990	77	92	169	4782	70	80	150	2123	1	6	7	29	148	178	326	6934
1991	82	81	163	4472	63	81	144	1806	1	7	8	23	146	169	315	6301
1992	68	70	138	4688	64	59	123	1934	2	10	12	17	134	139	273	6639

KEY: HBD -- Drivers reported by police to have been drinking  
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## SUDBURY DISTRICT & REGIONAL MUNICIPALITY Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## THUNDER BAY

## Drivers Involved in Traffic Crashes, 1983 - 1992

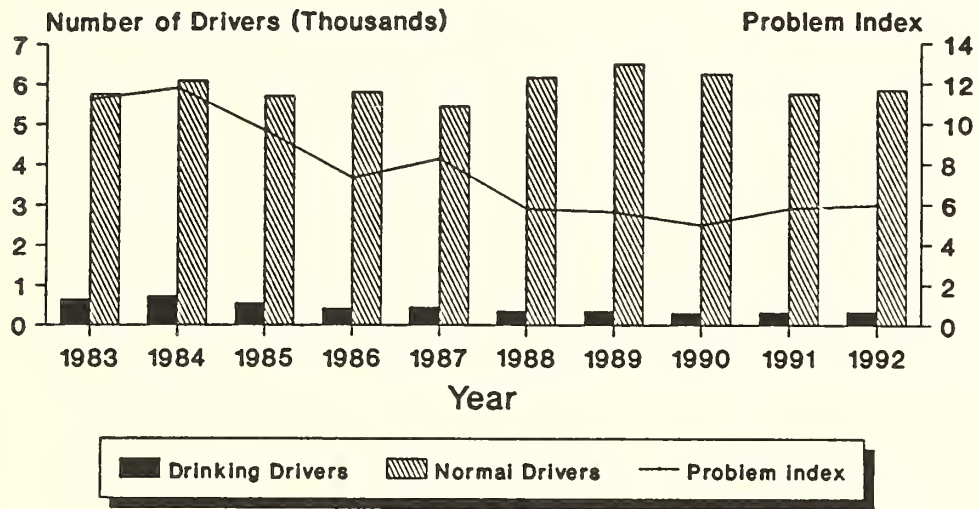
Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	184	127	311	2887	139	111	250	1158	5	9	14	25	328	247	575	4070
1984	186	147	333	2983	163	121	284	1288	5	7	12	20	354	275	629	4291
1985	159	109	268	2744	125	88	213	1222	3	8	11	20	287	205	492	3986
1986	97	87	184	2561	92	81	173	1400	4	7	11	22	193	175	368	3983
1987	112	79	191	2376	96	84	190	1322	1	4	5	18	209	177	386	3716
1988	96	78	174	2969	73	54	127	1171	5	5	10	23	174	137	311	4163
1989	83	103	186	3145	75	57	132	1156	4	1	5	21	162	161	323	4322
1990	81	70	151	2991	61	53	114	1094	0	2	2	21	142	125	267	4106
1991	82	79	161	2882	61	65	126	916	1	2	3	21	144	146	290	3819
1992	94	79	173	2940	50	63	113	901	2	6	8	15	146	148	294	3856
<b>Female</b>																
1983	24	9	33	1144	28	13	41	541	0	1	1	5	52	23	75	1690
1984	22	24	46	1226	28	14	42	556	1	0	1	4	51	38	89	1786
1985	21	17	38	1156	17	5	22	561	0	0	0	4	38	22	60	1721
1986	12	10	22	1171	21	12	33	633	0	1	1	6	33	23	56	1810
1987	13	13	26	1024	17	19	36	681	0	0	0	4	30	32	62	1709
1988	15	17	32	1304	11	2	13	666	0	0	0	9	26	19	45	1979
1989	14	8	22	1458	11	9	20	695	0	0	0	1	25	17	42	2154
1990	8	15	23	1525	12	8	20	611	0	0	0	1	20	23	43	2137
1991	13	13	26	1425	4	13	17	498	0	1	1	4	17	27	44	1927
1992	23	11	34	1472	13	8	21	519	0	0	0	5	36	19	55	1996
<b>Total</b>																
1983	208	136	344	4031	167	124	291	1699	5	10	15	30	380	270	650	5760
1984	208	171	379	4209	191	135	326	1844	6	7	13	24	405	313	718	6077
1985	180	126	306	3900	142	93	235	1783	3	8	11	24	325	227	552	5707
1986	109	97	206	3732	113	93	206	2033	4	8	12	28	226	198	424	5793
1987	125	92	217	3400	113	113	226	2003	1	4	5	22	239	209	448	5425
1988	111	95	206	4273	84	56	140	1837	5	5	10	32	200	156	356	6142
1989	97	111	208	4603	86	66	152	1851	4	1	5	22	187	178	365	6476
1990	89	85	174	4516	73	61	134	1705	0	2	2	22	162	148	310	6243
1991	95	92	187	4307	65	78	143	1414	1	3	4	25	161	173	334	5746
1992	117	90	207	4412	63	71	134	1420	2	6	8	20	182	167	349	5852

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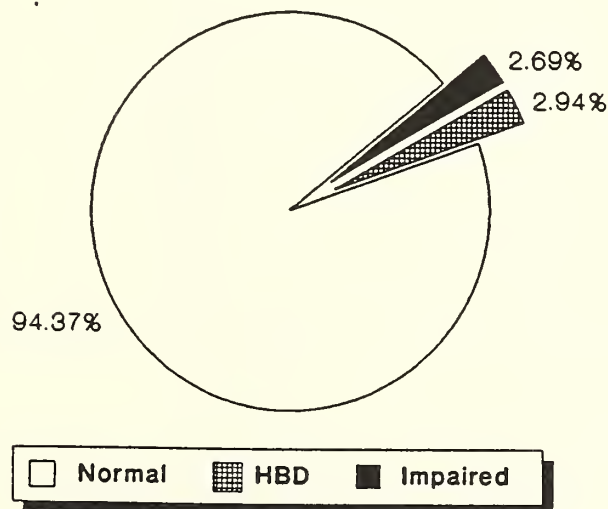


# THUNDER BAY

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes



## TIMISKAMING

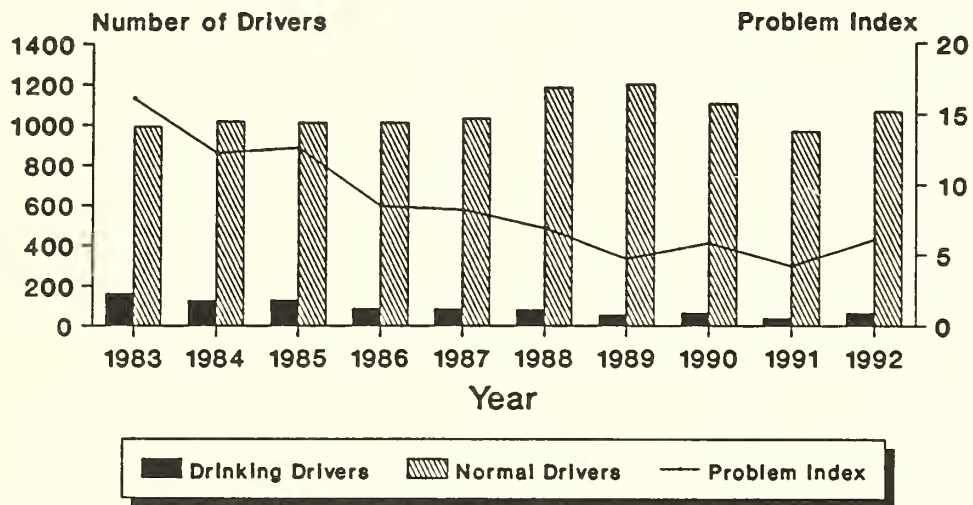
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	59	28	87	505	48	12	60	237	0	3	3	4	107	43	150	746
1984	49	15	64	541	35	12	47	212	1	1	2	3	85	28	113	756
1985	39	17	56	504	47	15	62	263	1	0	1	5	87	32	119	772
1986	23	12	35	496	32	8	40	227	0	5	5	11	55	25	80	734
1987	21	13	34	490	23	15	38	259	1	0	1	8	45	28	73	757
1988	20	18	38	640	24	12	36	235	0	1	1	4	44	31	75	879
1989	18	9	27	611	10	10	20	241	1	0	1	5	29	19	48	857
1990	13	12	25	564	17	14	31	188	1	1	2	7	31	27	58	759
1991	7	6	13	475	13	9	22	188	1	2	3	3	21	17	38	666
1992	18	19	37	568	10	12	22	142	2	2	4	5	30	33	63	715
<b>Female</b>																
1983	3	0	3	172	2	3	5	71	0	2	2	2	5	5	10	245
1984	3	3	6	178	4	2	6	83	0	0	0	1	7	5	12	262
1985	3	1	4	160	5	0	5	79	0	0	0	0	8	1	9	239
1986	3	1	4	162	1	1	2	113	0	0	0	0	4	2	6	275
1987	1	1	2	181	5	4	9	89	1	0	1	1	7	5	12	271
1988	1	4	5	201	2	0	2	101	0	0	0	0	3	4	7	302
1989	2	2	4	249	1	3	4	92	1	0	1	0	4	5	9	341
1990	3	1	4	249	2	0	2	96	0	1	1	0	5	2	7	345
1991	1	1	2	211	1	0	1	85	0	0	0	3	2	1	3	299
1992	0	1	1	237	1	0	1	109	0	0	0	3	1	1	2	349
<b>Total</b>																
1983	62	28	90	677	50	15	65	308	0	5	5	6	112	48	160	991
1984	52	18	70	719	39	14	53	295	1	1	2	4	92	33	125	1018
1985	42	18	60	664	52	15	67	342	1	0	1	5	95	33	128	1011
1986	26	13	39	658	33	9	42	340	0	5	5	11	59	27	86	1009
1987	22	14	36	671	28	19	47	348	2	0	2	9	52	33	85	1028
1988	21	22	43	841	26	12	38	336	0	1	1	4	47	35	82	1181
1989	20	11	31	860	11	13	24	333	2	0	2	5	33	24	57	1198
1990	16	13	29	813	19	14	33	284	1	2	3	7	36	29	65	1104
1991	8	7	15	686	14	9	23	273	1	2	3	6	23	18	41	965
1992	18	20	38	805	11	12	23	251	2	2	4	8	31	34	65	1064

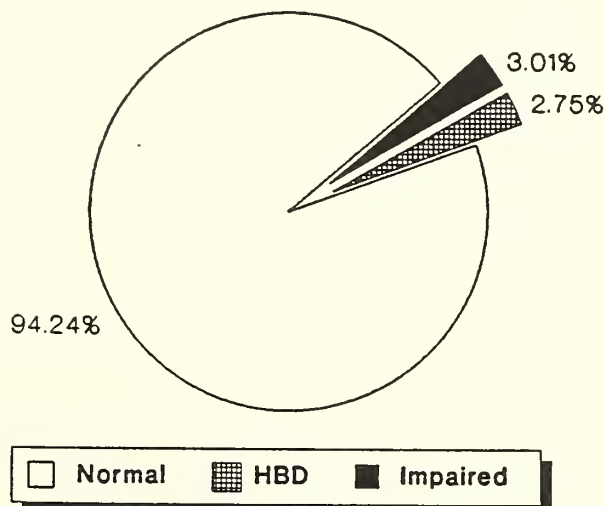
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# TIMISKAMING

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





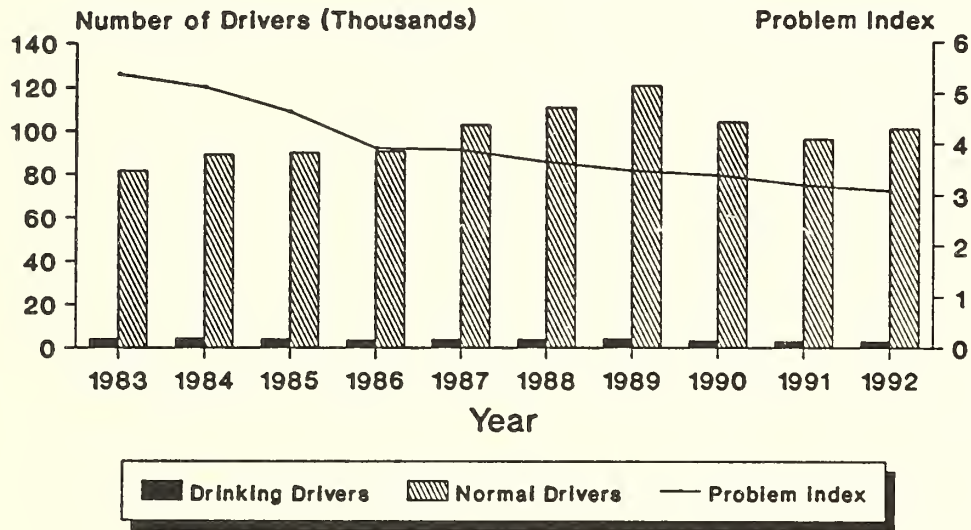
## METROPOLITAN TORONTO &amp; YORK REGION

## Drivers Involved in Traffic Crashes, 1983 - 1992

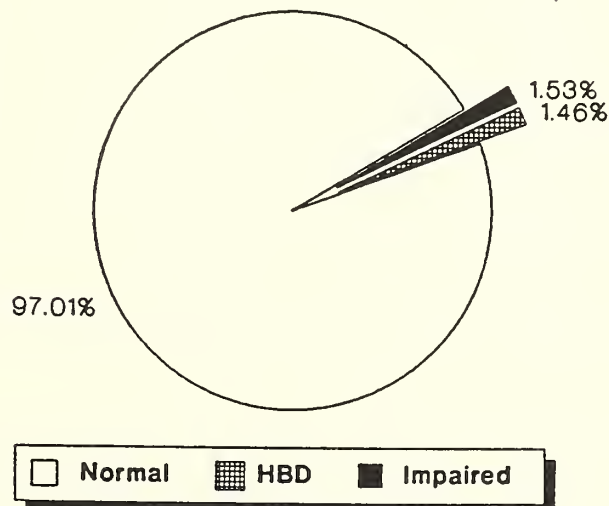
Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	1186	894	2080	39796	944	885	1829	21912	17	30	47	114	2147	1809	3956	61822
1984	1241	935	2176	42777	971	918	1889	24226	16	32	48	125	2228	1885	4113	67128
1985	906	753	1659	38373	1047	968	2015	28740	11	33	44	142	1964	1754	3718	67255
1986	801	648	1449	38018	876	853	1729	29295	16	21	37	123	1693	1522	3215	67436
1987	888	656	1544	42702	976	998	1974	33137	14	22	36	155	1878	1676	3554	75994
1988	1060	755	1815	51579	927	840	1767	30141	21	34	55	177	2008	1629	3637	81897
1989	1173	854	2027	58566	915	814	1729	29723	25	16	41	163	2113	1684	3797	88452
1990	955	849	1804	52865	649	665	1314	23214	13	23	36	135	1617	1537	3154	76214
1991	802	739	1541	51098	537	623	1160	18637	12	20	32	100	1351	1382	2733	69835
1992	842	851	1693	54489	494	571	1065	18089	10	20	30	131	1346	1442	2788	72709
<b>Female</b>																
1983	129	88	217	12207	124	100	224	7509	0	1	1	27	253	189	442	19743
1984	120	101	221	13356	120	99	219	8209	1	1	2	29	241	201	442	21594
1985	105	82	187	12103	139	107	246	10149	4	2	6	31	248	191	439	22283
1986	89	72	161	12271	94	80	174	10652	0	5	5	24	183	157	340	22947
1987	102	78	180	14143	141	106	247	12221	2	2	4	38	245	186	431	26402
1988	135	64	199	16983	107	83	190	11396	2	1	3	31	244	148	392	28410
1989	129	78	207	20181	81	84	165	11459	1	2	3	40	211	164	375	31680
1990	115	82	197	17970	83	73	156	9207	2	2	4	22	200	157	357	27199
1991	97	88	185	18187	79	59	138	7555	0	1	1	25	176	148	324	25767
1992	99	87	186	20207	69	53	122	7609	1	2	3	34	169	142	311	27850
<b>Total</b>																
1983	1315	982	2297	52003	1068	985	2053	29421	17	31	48	141	2400	1998	4398	81565
1984	1361	1036	2397	56133	1091	1017	2108	32435	17	33	50	154	2469	2086	4555	88722
1985	1011	835	1846	50476	1186	1075	2261	38889	15	35	50	173	2212	1945	4157	89538
1986	890	720	1610	50289	970	933	1903	39947	16	26	42	147	1876	1679	3555	90383
1987	990	734	1724	56845	1117	1104	2221	45358	16	24	40	193	2123	1862	3985	102396
1988	1195	819	2014	68562	1034	923	1957	41537	23	35	58	208	2252	1777	4029	110307
1989	1302	932	2234	78747	996	898	1894	41182	26	18	44	203	2324	1848	4172	120132
1990	1070	931	2001	70835	732	738	1470	32421	15	25	40	157	1817	1694	3511	103413
1991	899	827	1726	69285	616	682	1298	26192	12	21	33	125	1527	1530	3057	95602
1992	941	938	1879	74696	563	624	1187	25698	11	22	33	165	1515	1584	3099	100559

KEY: HBD -- Drivers reported by police to have been drinking  
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 D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP  
 NOR -- Drivers whose condition was reported by police as "normal"

## METROPOLITAN TORONTO & YORK REGION Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## VICTORIA

## Drivers Involved in Traffic Crashes, 1983 - 1992

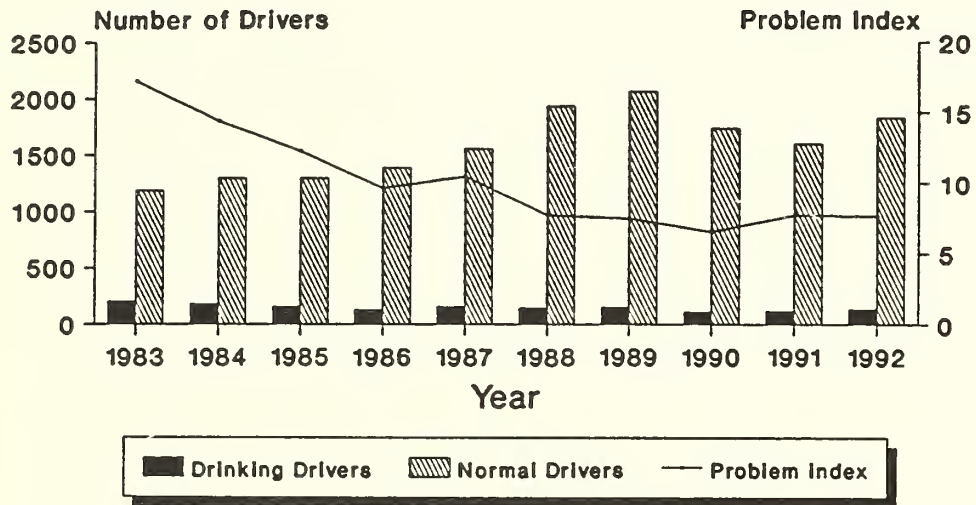
Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	51	20	71	523	81	28	109	275	0	4	4	7	132	52	184	805
1984	51	24	75	603	66	19	85	282	5	3	8	6	122	46	168	891
1985	46	21	67	584	53	15	68	343	2	3	5	9	101	39	140	936
1986	26	16	42	615	47	21	68	367	2	5	7	12	75	42	117	994
1987	41	23	64	611	61	14	75	420	3	1	4	4	105	38	143	1035
1988	42	20	62	788	42	21	63	456	4	2	6	10	88	43	131	1254
1989	53	21	74	920	42	19	61	432	1	4	5	5	96	44	140	1357
1990	36	15	51	803	26	22	48	328	1	2	3	7	63	39	102	1138
1991	30	13	43	757	37	24	61	278	0	7	7	6	67	44	111	1041
1992	38	23	61	855	31	18	49	283	1	8	9	9	70	49	119	1147
<b>Female</b>																
1983	7	4	11	231	7	3	10	151	0	0	0	1	14	7	21	383
1984	4	4	8	245	10	0	10	158	0	1	1	3	14	5	19	406
1985	6	1	7	204	9	4	13	156	0	0	0	4	15	5	20	364
1986	5	3	8	240	6	3	9	154	0	0	0	0	11	6	17	394
1987	5	2	7	313	8	4	12	204	0	1	1	2	13	7	20	519
1988	4	1	5	413	10	4	14	257	0	0	0	7	14	5	19	677
1989	7	1	8	455	6	0	6	243	1	0	1	2	14	1	15	700
1990	2	3	5	417	4	3	7	178	0	0	0	2	6	6	12	597
1991	3	2	5	376	5	2	7	181	1	0	1	0	9	4	13	557
1992	5	2	7	469	10	5	15	213	0	0	0	3	15	7	22	685
<b>Total</b>																
1983	58	24	82	754	88	31	119	426	0	4	4	8	146	59	205	1188
1984	55	28	83	848	76	19	95	440	5	4	9	9	136	51	187	1297
1985	52	22	74	788	62	19	81	499	2	3	5	13	116	44	160	1300
1986	31	19	50	855	53	24	77	521	2	5	7	12	86	48	134	1388
1987	46	25	71	924	69	18	87	624	3	2	5	6	118	45	163	1554
1988	46	21	67	1201	52	25	77	713	4	2	6	17	102	48	150	1931
1989	60	22	82	1375	48	19	67	675	2	4	6	7	110	45	155	2057
1990	38	18	56	1220	30	25	55	506	1	2	3	9	69	45	114	1735
1991	33	15	48	1133	42	26	68	459	1	7	8	6	76	48	124	1598
1992	43	25	68	1324	41	23	64	496	1	8	9	12	85	56	141	1832

KEY: HBD -- Drivers reported by police to have been drinking  
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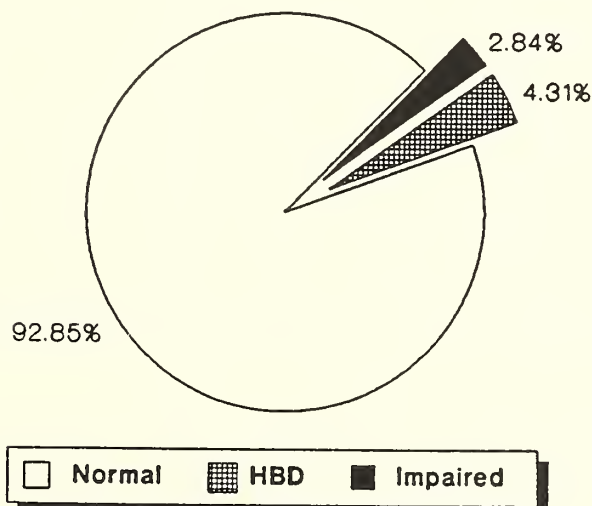


## VICTORIA

### Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



### Condition of Drivers Involved in Traffic Crashes



## WATERLOO

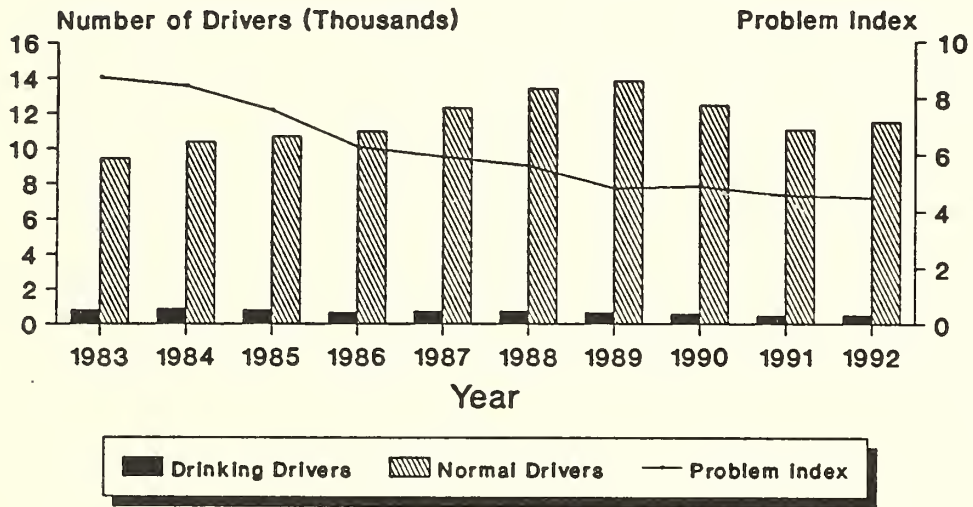
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	221	159	380	4489	194	146	340	2035	4	9	13	23	419	314	733	6547
1984	232	151	383	4857	211	172	383	2319	9	5	14	16	452	328	780	7192
1985	192	146	338	4521	216	158	374	2788	5	12	17	21	413	316	729	7330
1986	179	113	292	4595	171	163	334	2893	4	6	10	20	354	282	636	7508
1987	172	123	295	5062	184	169	353	3252	4	7	11	33	360	299	659	8347
1988	183	163	346	5960	153	156	309	3054	5	4	9	26	341	323	664	9040
1989	173	157	330	6307	102	156	258	2910	6	3	9	26	281	316	597	9243
1990	163	147	310	5782	106	123	229	2409	3	4	7	22	272	274	546	8213
1991	133	119	252	5205	99	103	202	1958	3	2	5	25	235	224	459	7188
1992	130	123	253	5530	91	93	184	1844	1	5	6	20	222	221	443	7394
<b>Female</b>																
1983	31	21	52	1902	29	14	43	982	0	0	0	7	60	35	95	2891
1984	40	13	53	2143	30	16	46	1053	0	0	0	4	70	29	99	3200
1985	17	15	32	2046	28	23	51	1305	0	0	0	6	45	38	83	3357
1986	17	7	24	2056	15	17	32	1389	0	0	0	6	32	24	56	3451
1987	18	14	32	2297	24	13	37	1610	0	1	1	6	42	28	70	3913
1988	22	19	41	2740	24	20	44	1566	1	0	1	11	47	39	86	4317
1989	20	15	35	2970	23	12	35	1569	0	0	0	7	43	27	70	4546
1990	22	14	36	2846	18	6	24	1372	1	1	2	4	41	21	62	4222
1991	6	13	19	2718	17	11	28	1110	0	0	0	9	23	24	47	3837
1992	19	18	37	2933	17	18	35	1129	0	0	0	4	36	36	72	4066
<b>Total</b>																
1983	252	180	432	6391	223	160	383	3017	4	9	13	30	479	349	828	9438
1984	272	164	436	7000	241	188	429	3372	9	5	14	20	522	357	879	10392
1985	209	161	370	6567	244	181	425	4093	5	12	17	27	458	354	812	10687
1986	196	120	316	6651	186	180	366	4282	4	6	10	26	386	306	692	10959
1987	190	137	327	7359	208	182	390	4862	4	8	12	39	402	327	729	12260
1988	205	182	387	8700	177	176	353	4620	6	4	10	37	388	362	750	13357
1989	193	172	365	9277	125	168	293	4479	6	3	9	33	324	343	667	13789
1990	185	161	346	8628	124	129	253	3781	4	5	9	26	313	295	608	12435
1991	139	132	271	7923	116	114	230	3068	3	2	5	34	258	248	506	11025
1992	149	141	290	8463	108	111	219	2973	1	5	6	24	258	257	515	11460

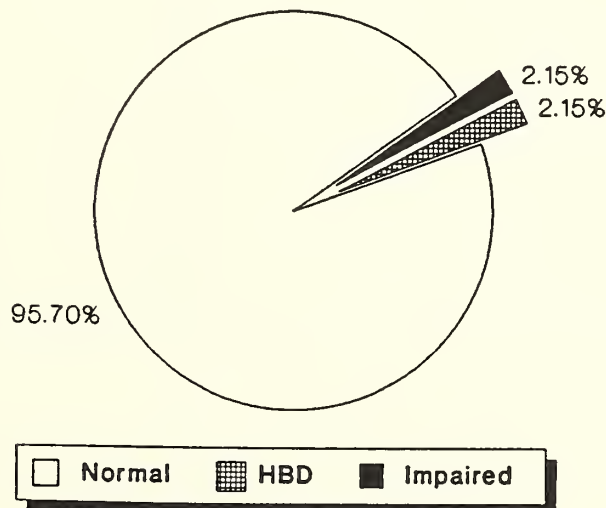
KEY: HBD -- Drivers reported by police to have been drinking  
IMP -- Drivers judged by police to have their ability to drive impaired by alcohol  
D/D -- Sum of drivers reported by police to have consumed alcohol; D/D = HBD + IMP  
NOR -- Drivers whose condition was reported by police as "normal"

# WATERLOO

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes





## WELLINGTON

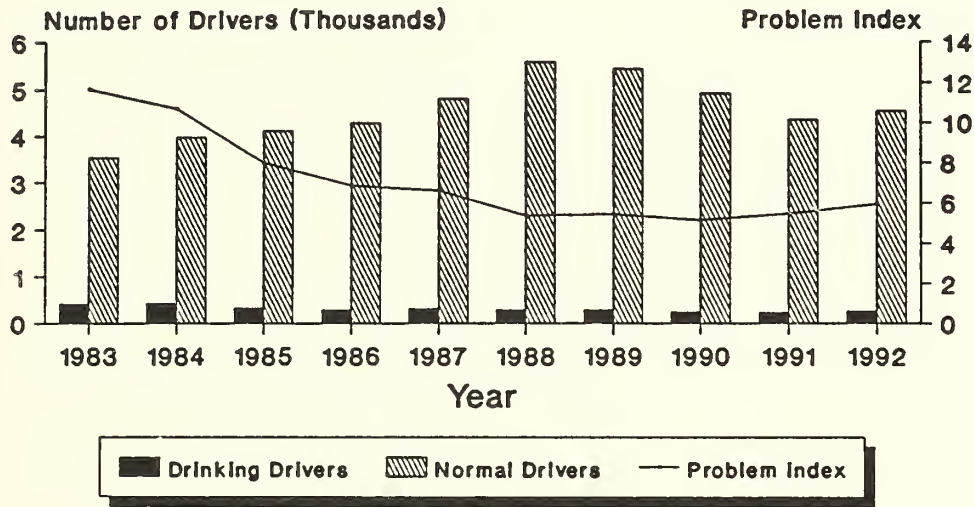
## Drivers Involved in Traffic Crashes, 1983 - 1992

Year & Sex	Property Damage				Personal Injury				Fatal				Total			
	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR	HBD	IMP	D/D	NOR
<b>Male</b>																
1983	128	51	179	1577	132	48	180	890	6	4	10	24	266	103	369	2491
1984	127	60	187	1841	116	58	174	941	6	6	12	19	249	124	373	2801
1985	72	44	116	1659	118	48	166	1181	3	8	11	26	193	100	293	2866
1986	95	28	123	1705	88	36	124	1257	2	4	6	16	185	68	253	2978
1987	80	36	116	1869	105	51	156	1454	5	8	13	16	190	95	285	3339
1988	71	54	125	2306	72	49	121	1428	2	7	9	38	145	110	255	3772
1989	85	40	125	2304	71	57	128	1246	5	1	6	34	161	98	259	3584
1990	59	34	93	2097	72	48	120	1109	0	5	5	24	131	87	218	3230
1991	55	41	96	2004	64	42	106	836	2	8	10	24	121	91	212	2864
1992	93	35	128	2074	62	37	99	897	0	4	4	17	155	76	231	2988
<b>Female</b>																
1983	11	6	17	662	20	6	26	386	2	0	2	4	33	12	45	1052
1984	25	5	30	743	14	9	23	426	0	0	0	7	39	14	53	1176
1985	7	7	14	719	12	8	20	518	1	1	2	10	20	16	36	1247
1986	10	2	12	693	21	6	27	604	1	1	2	6	32	9	41	1303
1987	8	4	12	761	16	3	19	690	0	1	1	8	24	8	32	1459
1988	11	4	15	1111	24	3	27	674	1	0	1	9	36	7	43	1794
1989	4	5	9	1141	21	5	26	686	0	0	0	8	25	10	35	1835
1990	10	7	17	1058	14	1	15	607	1	0	1	3	25	8	33	1668
1991	5	3	8	978	10	5	15	501	1	1	2	5	16	9	25	1484
1992	17	1	18	1036	14	4	18	513	1	1	2	3	32	6	38	1552
<b>Total</b>																
1983	139	57	196	2239	152	54	206	1276	8	4	12	28	299	115	414	3543
1984	152	65	217	2584	130	67	197	1367	6	6	12	26	288	138	426	3977
1985	79	51	130	2378	130	56	186	1699	4	9	13	36	213	116	329	4113
1986	105	30	135	2398	109	42	151	1861	3	5	8	22	217	77	294	4281
1987	88	40	128	2630	121	54	175	2144	5	9	14	24	214	103	317	4798
1988	82	58	140	3417	96	52	148	2102	3	7	10	47	181	117	298	5566
1989	89	45	134	3445	92	62	154	1932	5	1	6	42	186	108	294	5419
1990	69	41	110	3155	86	49	135	1716	1	5	6	27	156	95	251	4898
1991	60	44	104	2982	74	47	121	1337	3	9	12	29	137	100	237	4348
1992	110	36	146	3110	76	41	117	1410	1	5	6	20	187	82	269	4540

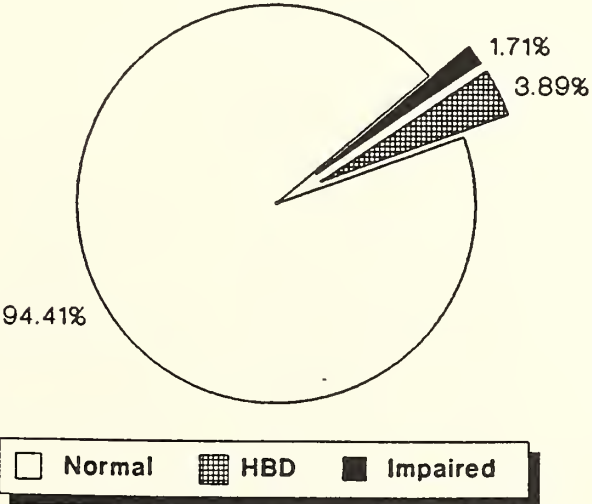
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# WELLINGTON

## Drinking and Normal Drivers in Traffic Crashes: 1983 - 1992



## Condition of Drivers Involved in Traffic Crashes



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